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Truck Regulation Violations

Truck Inspection System Study

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FOREWORD

This report is one in a series of fact-finding projects studying the Ontario Truck Inspection System. The other projects deal with compliance rates, inspection efficiency and the behavioural/ economic factors in compliance.

This province-wide profile of violations lead out of a pilot study of the Mississauga District truck inspection stations and mobile units. Comparisons between the province-wide study and the pilot study should be made with caution, recognizing the discrepancies in the definitions of some of the variables. In particular, there are differences with respect to the grouping of freight and the grouping of offences. For the interested reader, the pilot study is available under separate cover. (TRE-81-10).

Several procedural and regulatory changes that might affect the profile have been made since the time period used in this study. Refer to Appendix F for more details.

Richard Slocum
Study Director

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EXECUTIVE SUMMARY

Purpose

This project is one component of the Truck Inspection System Study. It was undertaken to generate a province-wide profile of the truck regulation violations and to furnish information in support of subsequent and concurrent studies of the truck inspection program. These studies include the estimation of compliance rates, behavioural, economic and operational efficiency studies.

Method

A random sample of charge records was selected from the Highway Carrier Inspectors' Reports across the province. The time period under examination was April 1, 1978 to March 31, 1979. Information contained on these reports was used in the evaluation. In order to simplify the analysis and discussion, the various violations (charges) were grouped into 20 general categories and five broad categories based on their common offence characteristics. A total of 2323 convicted charges comprised the sample used in this study.

Findings

The summary table at the end of this executive summary provides some details/characteristics of key variables which comprise the province-wide profile of the truck regulation violations.

As can be seen in the summary table, overload violations accounted for over half (53.2%) of the total violations charged province-wide. Overload violations also represented the largest proportion of violations charged in each of the regions. A more detailed examination of overload charges revealed that HTA (Highway Traffic Act) 72-1-C, which deals with the maximum allowable axle unit weight for a dual axle, was the most frequently violated regulation.

The average vehicle detention time for charged vehicles was 22.7 min, ranging from an average of 18.2 min for the extraprovincial combination of MVTA and PCV violations to 29.4 min for HTA equipment/dimension violations. On average, mobile unit inspections have a shorter average vehicle detention time than truck inspection stations.

The average settlement time of the charges was 3 months, with a range of 2.1 months for HTA plate/licence charges to 6.4 months for MVTA/PCV charges.

The average fine for charged violations was $64, with a range of about $30 for HTA plate/licence violations to $88 for MVTA/PCV violations.

As can be seen in the table, overloads represent the most frequently charged grouping of violations for Ontario and other provincial registered driver locations. HTA plate/licence charges were more prevalent in cases where the driver's location was in the U.S.A. Since a similar pattern existed between registered owner and driver origin-location, only the registered driver location was incorporated into the profile.

Some other major observations/findings not included in the table are the following.

(1) Regional differences were found in terms of type of materials being transported. For charged vehicles lumber was the

major freight in Northern (40.1%) and Northwestern Region (31.4%); food and farm products were the major freight in Eastern (20.2%) and Southwestern Region (22.2%); and materials such as stone were the major freight in violation in Central Region (22.7%).

(2) The time of charges were concentrated in the 8:00 a.m. to 4:00 p.m. time period (74%); most charges were on a weekday (98%). This is the normal operating schedule of most vehicle inspection stations.

(3) The most frequently charged violations were for vehicles with five axle units (36%). Vehicles with two axle units were the next most frequently charged (20.5%).

(4) The highest average charged overload (3444 kg) was for vehicles transporting lumber.

Application of Findings

The study was useful in providing a general overview of the province-wide situation with respect to truck regulation violations. This base of information can be, and is, used in support of subsequent and concurrent studies of the truck inspection program. The information obtained in this study has been incorporated in studies on compliance rates as well as in the general formatting of questionnaires for other studies.

It should also be pointed out that this report only briefly addresses certain issues which are being examined more thoroughly in other studies.

SUMMARY TABLE - VIOLATION PROFILE

CHARGE CATEGORY	GEOGRAPHIC LOCATION						AVERAGE VEHICLE DETENTION TIME[1] (minutes)		CHARGE SETTLEMENT TIME[3] (months)	AVERAGE FINE[4] ($)	REGISTERED DRIVER LOCATION		
	Prov. %	Central Region %	Southwest Region %	Eastern Region %	Northern Region %	Northwest Region %	Total[2] Sample	Mobile Units			Ontario %	Other Provinces %	USA %
PLATE/ LICENCE HTA 6 8 9 13 14 61 412	19.1	17.7	26.4	19.7	8.9	15.2	26.7	18.8	2.1	30.1	12.6	25.9	74.1
EQUIPMENT/ DIMENSION HTA 37 39 53 57 65 66 67 416	13.1	11.0	10.8	15.2	18.2	29.5	29.4	15.4	2.3	73.0	13.8	13.7	4.2
OVERLOAD HTA 71 72 73 74 75 77 78	53.2	58.0	47.8	45.7	62.0	40.0	21.1	22.5	2.7	71.7	58.4	44.1	14.8
PCV PCV 2 12 15 700	9.6	10.4	9.8	8.6	7.3	8.6	19.7	16.8	5.8	61.1	11.2	3.8	1.6
MVTA and PCV	5.0	3.0	5.2	10.9	3.6	6.7	18.2	18.6	6.4	88.0	4.0	12.5	5.3
TOTAL	100.0	100.1	100.0	100.1	100.0	100.0	22.7	19.2	3.0	63.8	100.0	100.0	100.0
NUMBER OF CHARGE RECORDS	2323	1130	500	396	192	105	2101	572	2117	2316	1870	263	190

1 does not include cases where vehicle detention times are unknown
2 includes MOBILE UNITS
3 does not include cases where the settlement times are unknown
4 does not include cases where there was no fine

1/ INTRODUCTION

1.1/ Study Background

In 1979, a proposal was put forth to undertake an evaluation of the Truck Inspection System. This arose as a result of the identification of four basic problem areas:

1. Violations
   - Trucks frequently violate regulations.
   - Violations may or may not be intentional.
   - The true compliance rate is not known.

2. Incomplete Enforcement
   - The trucking industry has expressed concern about selective enforcement or lack of enforcement in some locations.
   - Some trucks avoid the normal operation period at truck inspection stations.
   - Trucks by-pass some truck inspection stations.
   - There is a lack of full round-the-clock inspection on all routes.

3. Insufficient Inspection Facilities
   - At many locations facilities and resources are inadequate to handle very high truck volume. Many trucks in violation may have to be waved off without inspection.
   - The use of mobile inspection units provides insufficient inspection.

4. Administration
   - There is a lack of comprehensive guidelines and plans for development of inspection resources to achieve desirable levels of compliance.
   - There is no optimum enforcement strategy.

The overall objectives of the Truck Inspection System Evaluation are to:

- o determine the level of compliance with the vehicle regulations and establish the effectiveness of the inspection system;
- o determine desirable levels of compliance with supporting enforcement strategies;
- o develop guidelines for an optimum deployment of the inspection resources.

The scope of the evaluation is restricted to the evaluation of the inspection system and excludes the law and the courts. The effectiveness of the system is measured by the level of compliance and its variation with time, location, and industrial segments. Compliance is affected by factors such as: efficiency of the inspection system, behavioural factors, simplicity of the law, and economic cost and benefits to the truck operators. The efficiency of the system is a factor of the operational efficiencies of existing truck inspection stations and mobile inspection units.

The major benefits derived from the Truck Inspection System Evaluation will be:

- o an understanding and measurement of the value of the existing inspection system;
- o an appreciation of different options to increase general compliance;
- o an increase of willing compliance with vehicle regulations;
- o a more efficient level of resource utilization;
- o the development of strategies which could be used to base and evaluate current and future decisions affecting the inspection system.

1.2/ Purpose of this Study

This component of the Truck Inspection System Evaluation was undertaken with the purpose of generating a provincial profile of the truck regulation violations for the time period April 1, 1978 to March 31, 1979, as well as to provide information in support of subsequent and concurrent studies of the truck inspection program. The findings obtained from this study will provide a base of information which may be used in verifying or relating information derived from other components of the Truck Inspection System Evaluation. These components include estimation of the compliance rate, behavioural, economic, and operational studies. Collectively, these studies will address the four basic problem areas described earlier and attempt to meet the overall evaluation objectives.

1.3/ Description of Operations

Throughout the province truck inspection stations are located on various major highways as one of the means of monitoring and enforcing the truck regulations as prescribed by different acts, namely, Highway Traffic Act, Public Commercial Vehicle Act, Public Vehicle Act, and Motor Vehicle Transport Act (Canada). Mobile inspection units equipped with portable scales are also used to complement the fixed vehicle station inspection operation.

The operation at the truck inspection station is usually scheduled during the normal working hours from 8:00 a.m. to 4:00 p.m. on weekdays. Vehicle inspection stations are periodically opened at other times in order to inspect vehicles avoiding this time period. In certain locations in the province, usually where there are no truck inspection stations, the Ministry utilizes mobile inspection units. The mobile truck inspection is generally a less thorough operation and is not conducted on a regular basis.

All truck operators are required by law to enter a truck inspection station for an inspection when it is in operation. However, there are a few exceptions. At locations with a very high volume of truck traffic it is usually not possible to handle all trucks with existing equipment and facilities. In the event of a large queue of trucks, some trucks may be waved off without being inspected.

Truck inspectors generally look for irregularities in documents, vehicle equipment problems, and overloads. When a violation has been committed the truck inspector completes a charge report. There are four types of charge forms; the Highway Traffic Act (HTA) Weight Report; HTA Report; the Commercial Vehicle (CV) Report; and Summary Tickets. The original record is retained by either the district office or head office (in the event a detailed investigation of the charges is required) until disposition whereupon the record is forwarded to head office for filing. This disposition may be a conviction, withdrawal, or dismissal. The charged driver or charged owner of the vehicle only receives a court summons with some basic information regarding the charge on it. They do not receive a copy of the original charge record. In some instances, if after an investigation of owner registration records for a suspected violation it is determined that in fact no violation was committed, the charge is dropped and no summons is issued. This type of case, where a violation report has been made but no action taken, is often referred to as a write-up.

A summary report of inspection and convictions covering the fiscal year 1978-1979 (April 1, 1978 to March 31, 1979) is given in Appendix D. As shown in this table, a total of 2 623 362 vehicles were examined. A total of 38 607 inspectors' reports were written up, however, there were only 27 353 containing sworn information. The difference between these two totals can be attributed primarily to inspectors' reports which were written up but where the information was not sworn.

1.4/ Report

The contents of this report include a description of the method of information extraction, general findings and discussion, and summary and further analysis. It also contains a supplement describing the pilot study of three Mississauga inspection stations and detection rates of the commercial vehicle regulations at truck inspection stations in Ontario.

2/ METHOD

2.1/ Source of Data

Charge records of truck regulation violations were obtained from Highway Carrier Inspectors' reports throughout the province. MTC district offices generally retain all charge records until they are finalized. At this point in time they are forwarded to head office for placement in a central file. The central file is structured into four basic sections: an ACTIVE file, containing information on companies with current operating licences; an INACTIVE or discontinued file containing information on companies with discontinued operating licences; a GENERAL CORRESPONDENCE file containing charge records of Public Commercial Vehicle (PCV) regulation offenders with no PCV licence*; and an L-LICENCE file containing charge records of L-LICENCE operating licences. The L-LICENCE regulation concerns the transportation of freight in bond through Ontario.** All of the four files are arranged according to company name.

Four types of reports are used by Highway Carrier Inspectors for charging the Commercial Vehicle Regulation offenders. These reports are: 1/ Highway Traffic Act (HTA) Weight Report; 2/ HTA Report; 3/ Commercial Vehicle (CV) Report; 4/ Summary Tickets. Examples of these reports are provided in the Appendix. There are basic differences between the four forms used to account for the different types of information obtained.

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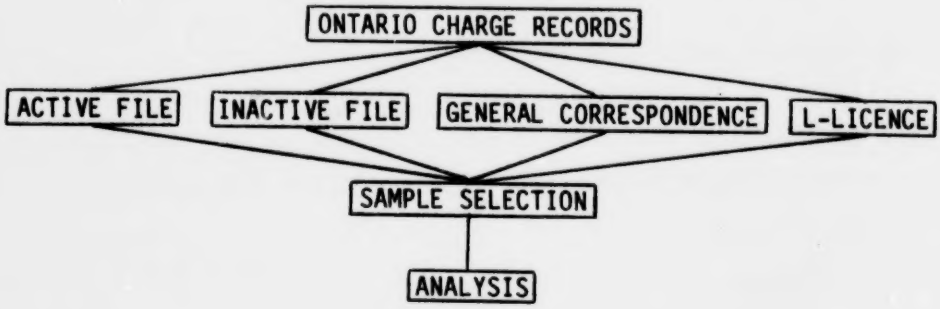
* In general, if an owner or driver is transporting their own goods, all they require is a commercial plate. However, if a driver is transporting freight belonging to another person, a special permit or licence is required.

** Licences governing freight in bond are common only to vehicles coming from New York State or Michigan travelling through Ontario. The request for an L-LICENCE is made to the Ontario Highway Transport Board. Application is made by the person or company who is to be paid for the transport of goods obtained.

The HTA and CV reports are detailed forms with a similar format. The HTA reports are generally used to record HTA offences, in particular weight charges, whereas the CV report is generally used when a PCV offence has been committed. CV reports, unlike HTA reports, include a description of the consignor and consignee locations. A Summary Ticket, which is issued by either Highway Carrier Officers or Ontario Provincial Police, provides limited information in comparison to the other reports. Generally, it does not detail all overloads or offences, describe the time taken for an inspection, or provide information on the vehicle or vehicle load. Summary Tickets are often utilized when the driver of the vehicle is also the vehicle owner and has committed an offence, however, they are not in frequent use throughout the province.

2.2/ Process

The schematic diagram shown below outlines the steps and procedures undertaken in this study.



The time period under examination was April 1, 1978 to March 31, 1979. Since the examination of charge records was undertaken in August 1980, sufficient time was allowed for the settlement of the majority of the charges within the selected time period. The time period selected is also used for reporting other statistics, such as fiscal year summaries of inspections and convictions, and therefore enables the results of this study to be used in comparison with other statistics. In an effort to reduce data processing time and costs, and retain confidence in subsequent analysis, charge records representing approximately 10% of the

total charge records were randomly selected from each of the four different files in the time period. A total of 2323 valid charge records were used in this study. Information on these records was then put onto coding forms for subsequent keypunching and computer analysis. SPSS computer programs were used in the data analysis.

2.3/ Information Extraction

Several types of information are recorded on the charge forms. Some of the basic information extracted for examination included: vehicle registered gross weight; number of axles; freight description; day of inspection; time of inspection; time vehicle departs; owner location; driver location; consignor location; consignee location; specific violation charged; overloads; court date; court action; and fine. From several of these variables the derivation of other variables was obtained, such as: vehicle detention time; settlement time; and charged overload.

In order to simplify the analysis and discussion, the various violations charged were arranged into 20 general (offence) categories. These charged offences were also grouped into five broad categories based on their common offence characteristics.

3/ FINDINGS AND DISCUSSION

3.1/ Sample Distribution

A 10% sample was randomly selected from the files. A total of 2577 charge records were examined initially. Approximately 10% of this total was accounted for by write-ups (6.7%), dismissals (1.1%), and withdrawals (2.1%). Since the objective of this study was to examine the profiles of convicted charges, these records were excluded from the analysis. As a result, 2323 valid charge records were used in the study.

Most of the charge records drawn came from Central Region. As shown in Table 1, in the Appendix, Central Region charge records comprised 48.6% of the total charge records. Southwestern Region accounted for 21.6%; Eastern Region 17.0%; Northern Region 8.3%; and Northwestern Region 4.5%. This sample distribution is in agreement with the provincial distribution based on the 1978-1979 fiscal year conviction statistics. Table 1 also gives an indication of the proportion of charge records accounted for by inspection stations and mobile units for each region. Inspection stations were the source of 72.9% of the charge records used in this study. They were the major source of charge records in all regions except Northwestern Region where a higher proportion of charge records were attributed to mobile units. Where applicable, comparisons between station records and mobile unit records will be made in the report.

HTA reports were the largest source of information. The HTA weight report and HTA report collectively accounted for 84.9% of the charge forms drawn in the sample. Commercial Vehicle Reports accounted for 14.6% of the information whereas Summary Tickets represent only 0.5% of the total. Table 2 shows the relative distribution of form used throughout the various regions. In each case, HTA forms represent the majority of forms used.

3.2/ General Description of Charged Vehicles

3.2.1/ Registered Gross Weight

Province-wide, the average registered gross weight of vehicles charged was 35 797 kg. As shown in Table 3, the highest average registered gross weight of vehicles charged was for vehicles in Northern Region, 39 370 kg, followed by vehicles in Southwestern Region, 36 110 kg. Charged vehicles in Central Region had the lowest average registered gross weight, 35 065 kg Province-wide, slightly more than 20% of the vehicles charged were in the 40 001-50 000 kg range. Only 62 vehicles (2.7%), had a registered gross weight of over 60 000 kg. It should be pointed out that approximately 17% of the registered gross weight of vehicles charged was unknown. There were two main sources of this missing information, one being vehicles that were charged with offences other than overloads. Another source was vehicles without registered gross weights and these vehicles primarily had origins outside of Ontario.

3.2.2/ Axle Units

Vehicles with five axle units were the most frequently charged. As shown in Table 4, approximately 36% of all vehicles charged province-wide had five axle units. Five axle unit vehicles were charged most often in Central Region (36.8%), Southwestern Region (40.2%), Eastern Region (36.8%), and Northwestern Region (29.5%). In Northern Region six axle vehicles were charged most frequently (26.6%). Overall, next to five axle trucks, two axle trucks were charged most often (20.5%), followed by six axle vehicles (17.6%). Less than 6% of the total vehicles charged had more than six axle units. Information on vehicle number of axle units was not available for 1.2% of the total sample of charged vehicles.

3.2.3/ Freight

Twenty percent of vehicles charged province-wide were transporting materials such as stone, sand, slag, brick, or asphalt. As shown in Table 5, a further 16.4% of the vehicles charged

were carrying food or farm products including livestock, fruits and vegetables, and fertilizer. Table 5 also indicates that 7.8% of the vehicles charged carried no freight or had no freight specified on the charge record. Materials such as stone were the major freight of vehicles charged in Central Region (22.7%). Food and farm products were the major freight in Southwestern Region (22.2%), and Eastern Region (20.2%). Lumber was the major cargo of charged vehicles in Northern and Northwestern Region where it accounted for 40.1% and 31.4% of the total freight, respectively.

3.3/ Violation Profiles

3.3.1/ Offence Categories - Distribution

It was important to establish which motor vehicle acts or regulations were being violated most frequently. With respect to the five broad categories, it was observed that overload violations accounted for over half (53.2%) of the total offences charged. As shown in Table 7, plate/licence charged violations accounted for 19.1% of the total charged offences, and equipment/dimension charges accounted for 13.1%. PCV charges accounted for 9.6% of the total charges and the extraprovincial combination of MVTA and PCV charges accounted for only 5% of the total charges.

As shown in Table 6, of the 20 general charge categories the act or regulation charged most often was HTA 72-1-C. Violations of this act comprised 27.6% of all charged offences. The act itself deals with the maximum allowable axle unit weight for a dual axle. Plate violations (HTA 6, HTA 8, HTA 9) and violation of dimension regulations (HTA 65, HTA 66, HTA 67) were the next most frequently charged offences accounting for 13.5% and 9.9% of the total charged offences, respectively. The distribution

of charged offences for each region is given in Table 8 and Table 9. As shown in Table 9, of the five broad charge categories overload charges were the most frequently charged violation in all regions. Table 8 indicates that of the 20 general charge categories axle unit overload charges for dual axle represent the highest proportion of charged violations in all regions except for Northwestern Region, where dimension charges are most frequent.

3.3.2/ Time of Inspection

Almost three-quarters of the vehicles charged (74.2%) were charged between the hours of 8:00 a.m. and 4:00 p.m. This relatively high proportion is not surprising insofar as these are the normal operating hours of truck inspection stations. A detailed distribution of the time period when vehicles were charged for each region is given in Table 10A. Table 10B groups the time of inspection into three eight hour time periods, midnight to 8:00 a.m., 8:00 a.m. to 4:00 p.m., 4:00 p.m. to midnight. As shown in the tables, the differences between regions are slight. However, in the 8:00 a.m. to 4:00 p.m. time period the highest proportion of charged vehicles was in Central Region (77.0%) and the lowest was in Eastern Region (67.2%).

3.3.3/ Day of Inspection

About 98% of the vehicles were charged on a weekday. Once again this can be attributed to the normal operating period. As shown in Table 11 charges were more frequent during the middle of the week: Tuesday (23.0%), Wednesday (22.9%), Thursday (21.2%), than on Monday (14.1%) or Friday (16.6%). Regional distribution of the day the charge was laid is also displayed in Table 11. In general, there are only slight differences between regions.

3.3.4/ Detention Time

Detention time is defined as the time taken from the initiation of the inspection to the completion of the inspection, or when

the vehicle leaves the inspection station. It should be mentioned at the outset that average vehicle detention times do not include the charged vehicles for which pertinent information, such as time in or time out, was not supplied on the charge form. Included in this missing total are 118 vehicles (5.1% of total) which were either detained overnight, until the end of a working shift, or until the offence was corrected, as well as 104 vehicles (4.5% of total) with unknown departure times. Incomplete information on charge records is the main source of this missing information.

The average vehicle detention time for all time recorded charged vehicles was 22.7 min. As shown in Table 13, the longest detention time with respect to the five broad charge categories was taken for HTA equipment/dimension violations (29.4 min). Specifically, within this category the detention time ranged from a high of 42.0 min for brake charges to 19.5 min for equipment charges. (Refer to Table 12 for the average vehicle detention times for the 20 general charge categories).

For the five broad charge categories, vehicles charged with HTA plate/licence offences had the second longest average detention time, 26.7 min (range 20.6 min for licence charges to 29.4 min for plate violations). Vehicles with overload charges had an average detention time of 21.1 min. Within this category, axle unit weight-weights restriction had the shortest detention time (13.8 min) and gross vehicle weight violations had the longest detention time (28.9 min). Intraprovincial PCV charges and extraprovincial MVTA and PCV charges had average detention times of less than 20 min (19.7 min and 18.2 min, respectively).

For the 118 vehicles which were detained overnight, until the end of a working shift, or until the offence was corrected: 39.8% were detained for HTA overload charges, 30.5% for HTA plate/licence charges, 27.1% for HTA equipment/dimension charges, and only 2.6% for other charges. For the remaining

104 unknown detention times, 32.7% were detained for equipment/dimension problems. Overload charges accounted for 28.8% of the unknown detentions of this nature as did plate/licence charges. Other charges accounted for 9.6% of these unknown detention times.

Vehicles inspected at mobile units generally had a shorter average vehicle detention time than vehicles charged at truck inspection stations. As shown in Table 13, the average vehicle detention time for vehicles charged at mobile inspection stations was 19.2 min. Of the five broad charge categories the longest vehicle detention time (22.5 min) was taken for overload charges, whereas the shortest vehicle detention time was taken for HTA equipment/dimension charges (15.4 min).

3.3.5/ Settlement Time

The average time taken from the date of the inspection to the court date was three months. As shown in Table 13, the longest settlement time for the five broad charge categories was for MVTA and PCV charges (6.4 months), followed by PCV charges (5.8 months). The average settlement time for HTA charges ranged from 2.1 to 2.7 months. One of the reasons MVTA and PCV, and PCV charges have a longer settlement time than HTA charges is because they require an investigative procedure involving a search of owner registration records. As shown in Table 12, the longest average settlement time for any one of the 20 general charge categories was 9.7 months for PCV document violations. However, it should be pointed out that there were only three charges of this nature. The shortest settlement time on average was two months for HTA plate violations.

3.3.6/ Fine

The combination of PCV and MVTA charges had the highest average fine ($88.0) of the five broad charge categories. As shown in Table 14 the range of fines for the general charges in this category was $87.1 to $89.5. HTA equipment/dimension charges had an average fine of $73.0 (range $36.4 to $83.8) and HTA overload charges had an average fine of $71.7 (range $29.5 to $179.0). PCV charges had an average fine of $61.1 (range $53.7

to $71.1). As shown in Table 15, of the five broad charge categories the lowest average fine ($30.1) was for HTA plate/licence charges (range $29.1 to $30.6). For the 20 general offence categories, the highest fine was $179.0 for violation of other weight related regulations (HTA 71, HTA 75, HTA 78)* followed by charges for axle group weights (HTA 73) where the average fine was $137.8. As shown in Table 14 the lowest average fine ($29.1) was for licence charges (HTA 13, HTA 14, HTA 61, HTA 412).

3.3.7/ Owner Location and Driver Location

Study findings revealed that slightly less than 94% of all the charges were charged to registered owners. Only 3.5% of the drivers were charged while the remainder of the charges were to either consignors, consignees, or others.

Over eighty percent (80.5%) of vehicles charged had an Ontario registered owner location, whereas 19.5% had non-Ontario origins. Of this proportion 8.0% had American registered owner locations, while the remaining 11.5% had registered owner locations in other provinces. Similarly, 80.5% of vehicles charged had an Ontario registered driver location; 11.3% of registered driver locations were from other provinces; and 8.2% of the registered driver locations were American.

Owner and driver origin-locations were examined in order to determine if a relationship exists between specific acts violated and owner and driver origins. The findings are presented in Table 16 through Table 19. As shown in the tables, the most common charge of the five broad charge categories for Ontario

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* It should be pointed out that there were only nine charges in this category, and that the average fine was affected by one case where the fine was $803.

registered owner location were overloads (59.1%). Of the 20 general charge categories, the most frequently charged violations were dual axle violations. The most frequently charged violation of the five broad charge categories for registered owner locations in provinces other than Ontario were also overload charges (40.3%) followed by plate/licence charges (30.6%). In this case, plate violations were the most frequently charged violation of the 20 general charge categories (28.0%) followed by dual axle charges (22.4%). For non-Canadian registered owner locations, the predominantly charged general offences of the 20 general charge categories were plate violations (74.7%). In fact, 76.3% of all charges for the five broad charge categories in relation to American registered owner locations were for plate/licence offences. Overload charges represented only 12.4% of the charges for non-Canadian registered owner locations.

A similar pattern was found for registered driver locations. For the five broad charge categories overload charges were most frequent for Ontario (58.4%) and other provincial driver locations (44.1%), whereas plate/licence charges were more prevalent in cases where driver origin was American (74.1%). Plate/licence charges were the second most commonly charged offence for non-Ontario driver locations (26.2%). (See Table 19)

3.3.8/ Consignor Location and Consignee Location

The information regarding 324 consignor locations and 325 consignee locations was obtained from the CV charge reports. Of the consignors, 71.3% had Ontario origin-locations, 13.6% were from other provinces, 13.9% were American, and 1.2% were from other locations. Of the consignees, 78.2% had Ontario origin-locations, 12.6% were from other provinces, 8.9% were American, and 0.3% were from other locations.

Provisions for designating consignor and consignee locations are only made on Commercial Vehicle Reports. Therefore, one would expect to find that the charge records related to PCV and the combination of MVTA and PCV violations would have information on

consignor and consignee locations. In general, PCV regulations deal with intraprovincial commercial licensing whereas the combination of MVTA and PCV charges represent violations of extraprovincial commercial licensing regulations. As shown in Table 20 through Table 23, this was observed to be the case. Sixty-four percent of all charges laid, with respect to both consignor and consignee location, were intraprovincial PCV charges. Specifically, of the general charge categories the most frequently charged offence was for operating licence. The extraprovincial charges represent slightly more than 34% of the total charges with respect to consignor and consignee location. Charges to Ontario consignor and consignee location were predominantly PCV charges. In comparison, and not surprisingly, other provincial and American consignor and consignee locations had predominantly extraprovincial MVTA and PCV charges.

3.3.9/ Overloads

A vehicle may have several types of overloads at the time of inspection (e.g. simultaneous registered gross weight overload and axle unit overloads), however, only the most serious (largest) overload is the one usually charged. The charged overloads were grouped in order to examine their relationship with other variables.

As indicated in earlier sections, overloads were the most frequently charged offence. The nature of these overloads was examined in order to provide a profile of overload charges. As shown in Table 24, axle unit overloads were the most frequent overload offence. In total, 78.6% of the axle unit overloads were charged. Axle unit overloads represent 71.4% of all overloads charged. The average axle unit overload was 2288 kg. Approximately half (49.4%) of the vehicles with registered gross weight overloads were charged with that offence. Registered gross weight overloads represent 17.3% of overloads charged. The average registered gross weight overload was 2432 kg. The average axle group overload was 3296 kg and 45.5% of these overloads were charged. The average gross vehicle overload was 2502 kg and only 29.0% of these overloads were charged.

It was determined that basically there were not great differences between locations for the average charged overload with respect to registered owner locations. The average charged overload was similar for both non-Ontario provinces (2694 kg - range 280 kg to 15 160 kg) and for Ontario owner locations (2638 kg - range 920 kg to 15 080 kg). Table 25 through Table 29 also indicate the range about the mean where 65% of the values lie. American owners as shown in Table 25 had a lower average charged overload (2319 kg - range 1200 kg to 5260 kg). Similarly, the same pattern was found for driver locations. (See Table 26).

As shown in Table 27 the most frequently charged overloads (354 or 32.7%) were for vehicles with five axle units. The average charged overload for these vehicles was 2456 kg - (range 860 kg to 15 080 kg). The next most frequently charged overloads (294 or 27.1%) were for vehicles with six axle units. The average charged overload for these trucks was 3073 kg (range 860 kg to 15 160 kg).

The most frequently charged overload was for vehicles transporting "stone". As shown in Table 28 there were 239 charged overloads for stone with an average charged overload of 2669 kg (range 850 kg to 12 200 kg). There were 229 charged overloads for food and farm products, with an average charged overload of 2248 kg (range 280 kg to 14 843). The highest average charged overload was 3444 kg (range 500 kg to 15 160 kg) for trucks transporting lumber.

In order to obtain some indication of the average fine for charged overloads, the charged overloads were grouped into 10 one-thousand kilogram intervals. About 43% of charged overloads were between 1001-2000 kg and an additional 27.5% were between 2001-3000 kg. The highest average fine was about $547 for the 15 vehicles with over 9000 kg charged overload. As indicated in Table 29, in general as the charged overload category increases so does the average fine. The exception is the 8001- 9000 kg category, where the average fine was $188. This fine was lower than for the previous category. This exception was determined to be as a result of the application of fines to particular

4/ SUMMARY AND FURTHER ANALYSIS

The results of this study provide an overview of the charge records. Several observations can be made from this study.

1. Registered Gross Weight

- It was observed that differences between regions exist. With respect to the average registered gross weight of charged vehicles, values ranged from an average high of 39 370 kg in Northern Region to an average low of 36 110 kg in Southwestern Region.

Registered gross weight overloads were the second most frequently charged overload offence (18%). A further detailed examination of the charge records revealed that 190 vehicles exceeded their registered gross weight and were charged. This would seem to suggest that truck owners or operators apply for a small permit but in fact often carry much heavier loads. The frequency and causes of overloads are areas that merit further study.

2. Axle Units

- Of the vehicles charged 35.9% had five axle units.

Axle unit overloads can be a potentially serious problem. Study findings revealed that they are the most frequently charged overload offence. The seriousness of axle unit overloads must be considered as they primarily represent a danger with respect to vehicle operating safety. Incorrect distribution of vehicle load may be hazardous in the event of emergency braking situations (shifting loads) or place undue stress on specific areas of the vehicle. Axle unit overloads are also the primary cause of road pavement breakdown.

3. Freight

- Regional variability exists with regard to freight, the typical goods transported in each region are (for vehicles

charged): stone, Central Region (22.7%); food and farm products, Southwestern (22.2%) and Eastern Region (22.7%); and lumber in Northern (40.1%) and Northwestern Regions (31.4%).

It was observed that the most frequently charged overload was for vehicles transporting stone, 22.5% (average charged overload 2669 kg). Trucks transporting lumber had the highest average charged overload (3444 kg). As different regions typically "specialize" in certain types of freight, the nature of the regional economy with respect to overloads should be examined for each region individually.

4. Offence Distribution

- In general, of the total offences charged under the five broad charge categories, HTA overload violations were the most frequently charged offence (53.2%), followed by HTA plate/licence charges (19.1%).
- Overload charges represent the highest proportion of charged violations in all regions.
- Specifically, of the 20 general charge categories the act or regulation charged most often was HTA 72-1-C, (violation of maximum allowable axle unit weight for a dual axle); violations of this act represent 27.6% of the total offences charged. The reasons for violating this particular section are under investigation.

5. Period of Inspection

- Most vehicles charged (74.2%) were charged between the hours of 8:00 a.m. and 4:00 p.m.
- Most vehicles charged (about 98%) were charged on a weekday.

This pattern generally corresponds with the normal operating schedules of vehicle inspection stations. Extending the normal operating time period may result in more vehicles being inspected and/or charged as truck operators may avoid the regular time period when enforcement of truck regulations is more likely.

However, before any charge is made a detailed investigation of truck traffic should be made and related to the economics of extending or readjusting the present time period. A study concerning the operational efficiency of the truck inspection operation is currently under way.

6. Detention Time

- The average vehicle detention time was 22.7 min.
- Of the five broad charge categories HTA equipment or dimension charges had the longest detention time (29.4 min), whereas the shortest detention time was for the combination of MVTA and PCV charges (18.2 min).
- Of the 20 general charge categories the longest detention time (42.0 min) was for HTA brake violations and the shortest detention time was for HTA weights restriction offences (13.8 min).
- Of the total vehicles charged 5.1% were either detained overnight, until the end of a working shift, or until the offence was corrected.

Reducing the detention time of vehicles may not be an important consideration, however, if it enables inspectors to examine more vehicles in a given time period, and provided no sacrifices with respect to the thoroughness of the inspection are made, it may be advisable to speed up the process. The relationship between vehicle detention time and freight was examined to see if any particular pattern or distribution emerged. Vehicles transporting steel had the largest average detention time (31.0 min) followed by vehicles transporting machinery (29.9 min). Vehicles transporting stone had the shortest average detention time (19.1 min).

7. Settlement Time

- The average settlement time for all charges was about three months.
- Of the five broad charge categories, the longest average settlement time was 6.4 months for extraprovincial charges (combination of MVTA and PCV charges).
- The shortest average settlement time was 2.1 months for HTA plate/licence charges.

It may be advantageous to shorten the settlement time, particularly with respect to PCV charges. However, in order to accomplish this a procedural change in the laying of a PCV charge and subsequent investigation would have to be made. Still, the speedy disposition of the charge could be of benefit to both the owner or driver and the Ministry. Out of court settlement may be a solution to the inconvenience of making a court appearance for a driver or owner, save on court costs, and by the elimination of several cases speed up the court procedure/settlement period. Several procedural and regulatory changes that might affect the profile have been made since the time period used in the study. Refer to Appendix F for more details.

8. Fine

- Of the five broad charge categories it was observed that MVTA and PCV charges had the highest average fine, $88.0 (range $87.1-$89.5).
- The lowest average fine for the five broad charge categories was for HTA plate/licence charges $30.1 (range $29.1-$30.6).
- Specifically, of the 20 general charge categories the highest average fine, $179.0, was for violation of other weight related regulations (HTA 71, HTA 75, HTA 78, HTA 78).

A subsequent examination was made on the relationship between fine and specific freight or industry involved. The highest average fine was for vehicles transporting lumber ($128.6) followed by vehicles carrying machinery ($111.6). The smallest fine was for vehicles transporting miscellaneous freight ($53.9). The effect of these fines on the operation of a specific industry or individual owner or carrier is an important area of consideration. An examination of the fine schedule in relation to the actual fine given revealed certain discrepancies. These discrepancies can be attributed to the discretion of the judge in applying the fine schedule to each specific case. The application of fines and the fine schedule itself are contentious issues warranting further study.

9. Owner Location/Driver Location and Consignor/Consignee Location

American owners and drivers typically have more plate/licence charges, as did a fair proportion of other provincial owners and drivers. One question to address is whether these violations are as a result of an unawareness of Ontario regulations. If this is the case, what ways are there to improve the situation so that it is easier for non-Ontario owners and drivers to comply with Ontario regulations? Similarly, for non-Ontario consignor and consignee locations, there is a predominance of extraprovincial MVTA and PCV charges. These charges, while only requiring a relatively short vehicle detention time, have the longest charge settlement time. Increasing the awareness of non-Ontario owners, drivers, consignors and consignees should be a consideration, however, fully recognizing the economics of implementing and maintaining such a program.

10. Overloads

- Overloads were the most frequently charged offence (53.2% of all charges).
- Axle unit overloads were the most frequently charged overload (71.4%) followed by registered gross weight overloads (17.3%).
- The most frequently charged overload was for vehicles with five axle units (32.7%).
- The most frequently charged overload was for vehicles transporting stone (22.5%).

As indicated in previous discussions, overloads can potentially be a problem, particularly with respect to vehicle operational safety and pavement thresholds. Axle unit overloads are the primary cause of road pavement breakdown. Overloads may also contribute to unfair competition in the trucking industry.

5/ SUPPLEMENT

A/ Pilot Study

As indicated previously, this study is one component of an overall evaluation of the Truck Inspection System. Before this study was initiated, a pilot study of three Mississauga stations was undertaken. The pilot study was primarily undertaken to pre-test: the evaluation process, method of information extraction, variables to be examined, computer programs, and to obtain some preliminary findings. The time period under examination for the pilot study was April 1978 to March 1979. Charge profiles for these inspection stations and cruiser-mobile units were examined.

Inspection Station Records

Information such as the number of operating hours, man hours, number of inspections, overload violations, other violations, total violations, day of week, month, and year are the basic types of information that can be obtained from the inspection station records. This information was used to examine ways of deriving and expressing violation ratios. A summary of some of the key basic and derived information for the Mississauga District is provided in Table S-1. Over 300 000 vehicles were inspected in the three inspection stations from April 1978 to March 1979. As shown in Table S-1 there were 2400 "suspected" violations, 59% of which were overload violations and 41% were all other violations combined. There are several ways of expressing violation ratios, however, the ratio expressed as the number of violations per 100 inspections was 0.797. The overall violation ratio for overloads was 0.470 and 0.327 for all other violations. Information such as this for cruiser-mobile units was not obtainable and was not generally recorded in the districts.

Charge Profile

Profiles of charges were obtained for the three vehicle inspection stations as well as for the cruiser-mobile units in the Mississauga District. The source of information for this phase of the pre-test pilot study are the four types of reports used by Highway Carrier Inspectors for charging the Commercial Vehicle Regulation offenders. A total of 1995 charge records were examined. From the pilot study, it was determined that the average registered gross weight of vehicles charged in Mississauga was 36 743 kg. This was 1678 kg higher than the average registered gross weight of vehicles charged in Central Region as determined in the major study. Similar to the major study, most vehicles charged (27.8%) had five axle units. Overload violations represented 66.8% of the five broad categories of charges. Overload charges in the major study represented 52.8% (57.8% in Central Region) of the total charges. In all instances, axle unit overload violations were the most frequently charged of the 20 general categories of charges. In the pilot study 76% of the vehicles were charged between the hours of 8:00 a.m. and 4:00 p.m. A similar proportion of the vehicles charged in the major study (about 74%), were charged during the same time period. The pilot study also provided important background information such as detention times for specific offences, average fines for specific offences, and other key variables. These initial examinations formed the basis for the province-wide investigation of the charge records in the major study.

B/ DETECTION RATES

One of the most important components of the truck inspection system evaluation is the determination of detection rates of the commercial vehicle regulations at truck inspection stations. The expression used in this study is the number of violations (total, overloads, other violations) per 100 inspections.

An attempt was made to obtain information on individual truck inspection stations throughout the province. District managers were requested to forward information such as total number of vehicles examined, number of overload violations, and other violations for individual truck inspection stations in their district. This information was to be sent to head office for compilation and determination of detection rates. This information was requested primarily for the fiscal year 1978-79, and as well for fiscal year 1979-80, and for the summer months of June, July, August, and September in both fiscal years.

It is important at this point to acknowledge the limitations of the data gathering process and information obtained. There are several factors which make regional or district comparisons tenuous and in many instances impossible. One factor is that operation of truck inspection stations vary in terms of time of day, week, and month. Further, the method of maintaining records or information is not uniform throughout the province and occasionally inaccurate due to difficulties in traffic counts. Incomplete information makes district and regional comparisons difficult to make. The station summaries also do not reflect the unique characteristics of an individual station or district. For example, a low number of vehicle inspections may be as a result of station closures for part of a year or insufficient staff. In many instances statistics requested on vehicle inspection stations had to be compiled manually, and often this information was not provided by certain districts due to the difficulty in obtaining it.

Table S-2 summarizes the findings of this component of the study. The information presented is for the time period April 1, to March 31, 1979. Information about summer month summaries and fiscal 1979-80 summaries (not provided) are only partially available. However, they may be utilized in other studies with caution. As shown in Table S-2, Central Region had significantly the highest number of vehicles examined at inspection stations in the region. In total 1 841 485 vehicles were examined. In comparison, the fewest number of vehicles inspected were in Northwestern Region where 64 027 vehicles were inspected at truck inspection stations. However, Northwestern Region had the highest detection rate for all violations per 100 inspections (5.958) whereas Central Region had the lowest (0.793). Relatively, the higher the number of vehicles inspected the lower the detection rate for total violations per 100 inspections. In general, the detection rate for overload violations was lower than the detection rate for other infractions. The exception was Central Region where the rate was 0.406 for overload violations and 0.387 for other infractions. The distribution of violations in Northwestern Region combined all types of charges and the breakdowns for the two violation groups was not available.

APPENDIX A
TABLE 1 TO TABLE 29

Table 1/ Distribution of Charge Records

	CENTRAL	SOUTH WESTERN	EASTERN	NORTHERN	NORTH WESTERN	TOTAL
Inspection Station	879 (77.8)* (51.9)**	347 (69.4)* (20.5)**	273 (68.9)* (16.1)**	157 (81.8)* (9.3)**	38 (36.2)* (2.2)**	1694 (72.9)* (100.0)**
Mobile Units	251 (22.2)* (39.9)**	153 (30.6)* (24.3)**	123 (31.1)* (19.6)**	35 (18.2)* (5.6)**	67 (63.8)* (10.7)**	629 (27.1)* (100.1)**
TOTAL	1130 (48.6)**	500 (21.6)**	396 (17.0)**	192 (8.3)**	105 (4.5)**	2323(100.0)**

* column percentage
** row percentage

Table 2/ Information Source: Form Used

	CENTRAL	SOUTH WESTERN	EASTERN	NORTHERN	NORTH WESTERN	TOTAL
HTA Weight Report	612 (54.2)	253 (50.6)	184 (46.5)	138 (71.9)	27 (25.7)	1214 (52.3)
HTA Report	360 (31.9)	171 (34.2)	136 (34.3)	31 (16.1)	59 (56.2)	757 (32.6)
Commercial Vehicle Report	152 (13.5)	76 (15.2)	76 (19.2)	21 (10.9)	16 (15.2)	341 (14.6)
Ticket	6 (0.5)	- -	- -	2 (1.0)	3 (2.9)	11 (0.5)
TOTAL	1130 (100.1)	500 (100.0)	396 (100.0)	192 (99.9)	105 (100.0)	2323 (100.0)

Table 3/ Vehicle Registered Gross Weight

KILOGRAMS	CENTRAL		SOUTH WESTERN		EASTERN		NORTHERN		NORTH WESTERN		TOTAL	
1-10 000	92	(8.1)	36	(7.2)	27	(6.8)	11	(5.7)	6	(5.7)	172	(7.4)
10 001-20 000	168	(14.9)	37	(7.4)	37	(9.3)	23	(12.0)	11	(10.5)	276	(11.9)
20 001-30 000	128	(11.3)	68	(13.6)	39	(9.8)	27	(14.1)	29	(27.6)	291	(12.5)
30 001-40 000	128	(11.3)	81	(16.2)	67	(16.9)	16	(8.3)	9	(8.6)	301	(13.0)
40 001-50 000	266	(23.5)	97	(19.4)	59	(14.9)	34	(17.7)	14	(13.3)	470	(20.2)
50 001-60 000	176	(15.6)	52	(10.4)	61	(15.4)	53	(27.6)	20	(19.0)	362	(15.6)
60 001-70 000	21	(1.9)	9	(1.8)	7	(1.8)	4	(2.1)	-	-	41	(1.8)
70 001-80 000	5	(0.4)	-	-	-	-	3	(1.6)	3	(2.9)	11	(0.5)
over 80 000	5	(0.4)	2	(0.4)	1	(0.3)	1	(0.5)	1	(1.0)	10	(0.4)
UNKNOWN	141	(12.5)	118	(23.6)	98	(24.7)	20	(10.4)	12	(11.4)	389	(16.7)
TOTAL	1130	(99.9)	500	(100.0)	396	(99.9)	192	(100.0)	105	(100.0)	2323	(100.0)
Average * Registered Gross Weight (kg)	35 065		36 110		35 891		39 370		35 380		35 797	

* Average registered gross weight excludes vehicles with unknown registered gross weights.

Table 4/ Vehicle Number of Axle Units

	CENTRAL		SOUTH WESTERN		EASTERN		NORTHERN		NORTH WESTERN		TOTAL	
ONE	1	(0.1)	2	(0.4)	1	(0.3)	-	-	-	-	4	(0.2)
TWO	264	(23.4)	92	(18.4)	83	(21.0)	25	(13.0)	13	(12.4)	477	(20.5)
THREE	110	(9.7)	64	(12.8)	44	(11.1)	27	(14.1)	30	(28.6)	275	(11.8)
FOUR	88	(7.8)	34	(6.8)	27	(6.8)	10	(5.2)	7	(6.7)	166	(7.1)
FIVE	416	(36.8)	201	(40.2)	146	(36.8)	40	(20.8)	31	(29.5)	834	(35.9)
SIX	188	(16.6)	82	(16.4)	76	(19.2)	51	(26.6)	13	(12.4)	410	(17.6)
SEVEN	23	(2.0)	8	(1.6)	5	(1.3)	20	(10.4)	4	(3.8)	60	(2.6)
EIGHT	26	(2.3)	13	(2.6)	12	(3.0)	14	(7.3)	1	(1.0)	66	(2.8)
NINE	1	(0.1)	1	(0.2)	-	-	-	-	2	(1.9)	4	(0.2)
UNKNOWN	13	(1.2)	3	(0.6)	2	(0.5)	5	(2.6)	4	(3.8)	27	(1.2)
TOTAL	1130	(100.0)	500	(100.0)	396	(100.1)	192	(100.0)	105	(100.1)	2323	(99.9)

Table 5/ Freight Description

	CENTRAL		SOUTH WESTERN		EASTERN		NORTHERN		NORTH WESTERN		TOTAL	
LUMBER	79	(7.0)	20	(4.0)	44	(11.1)	77	(40.1)	33	(31.4)	253	(10.9)
STONE	257	(22.7)	98	(19.6)	62	(15.7)	20	(10.4)	27	(25.7)	464	(20.0)
STEEL	147	(13.0)	50	(10.0)	45	(11.4)	11	(5.7)	-	-	253	(10.9)
CHEMICALS	29	(2.6)	22	(4.4)	12	(3.0)	-	-	-	-	63	(2.7)
MACHINERY	120	(10.6)	62	(12.4)	41	(10.4)	25	(13.0)	17	(16.2)	265	(11.4)
PETROLEUM	21	(1.9)	3	(0.6)	3	(0.8)	2	(1.0)	1	(1.0)	30	(1.3)
GENERAL MERCHANDISE	115	(10.2)	49	(9.8)	43	(10.9)	11	(5.7)	5	(4.8)	223	(9.6)
FARM PRODUCTS	167	(14.8)	111	(22.2)	80	(20.2)	18	(9.4)	4	(3.8)	380	(16.4)
MISCELLANEOUS	110	(9.7)	38	(7.6)	39	(9.8)	15	(7.8)	9	(8.6)	211	(9.1)
NO FREIGHT - UNKNOWN	85	(7.5)	47	(9.4)	27	(6.8)	13	(6.8)	9	(8.6)	181	(7.8)
TOTAL	1130	(100.0)	500	(100.0)	396	(100.1)	192	(99.9)	105	(100.1)	2323	(100.1)

LUMBER - lumber
STONE - includes stone, sand, asphalt, brick, slag, concrete, gyproc
STEEL - includes steel, metal products, pipe
CHEMICALS - includes chemicals other than petroleum
MACHINERY - includes construction equipment, other machinery, car freight
PETROLEUM - petroleum
GENERAL MERCHANDISE - includes furniture, sound equipment, refrigerators, tools
FARM PRODUCTS - includes farm products, food, fertilizer, livestock, planting trees, shrubs
MISCELLANEOUS - includes mixed freight, bottles

Table 6/ Province-Wide General Charge Categories

			NUMBER	PERCENT OF TOTAL
A	PLATE	HTA 6 8 9	314	(13.5)
	LICENCE	HTA 13 14 61 412	129	(5.6)
	EQUIPMENT	HTA 37 53 57	52	(2.2)
B	BRAKE	HTA 39 416	22	(0.9)
	DIMENSION	HTA 65 66 67	230	(9.9)
	AXLE UNIT WEIGHT:			
	-DUAL AXLE	HTA 72-1-C	640	(27.6)
	-OTHER AXLES	HTA 72-1-others	142	(6.1)
	-WEIGHTS			
C	RESTRICTION	HTA 72-others	12	(0.5)
	AXLE GROUP WEIGHTS	HTA 73	9	(0.4)
	GROSS VEHICLE WEIGHTS	HTA 74	122	(5.3)
	PERMIT WEIGHTS	HTA 77-1	210	(9.0)
	CARR. PERMIT	HTA 77-others	92	(4.0)
	OTHER WEIGHT RELATED	HTA 71 75 78	9	(0.4)
	NO OPER. LICENCE	PCV 2-1-A	83	(3.6)
	VEH. LICENCE REQ.	PCV 2-1-B	36	(1.5)
D	CONTRARY TO TERMS OF LICENCE	PCV 2-1-others	41	(1.8)
	DOCUMENTS	PCV 2-others	3	(0.1)
	OPER. LICENCE	PCV 12 15 700	60	(2.6)
	MVTA 3-1	MVTA 3-1 and		
E	PCV 2-1-A	PCV 2-1-A	71	(3.1)
	MVTA 3-1 and PCV 2-1-B & others	MVTA 3-1 and PCV 2-1-B and others	46	(2.0)
	TOTAL		2323	(100.1)

Table 7/ Province-Wide Broad Charge Categories

			NUMBER	PERCENT OF TOTAL
A	PLATE/LICENCE	HTA 6 8 9 13 14 61 412	443	(19.1)
B	EQUIPMENT/ DIMENSION	HTA 37 39 53 57 65 66 67 416	304	(13.1)
C	OVERLOAD	HTA 71 72 73 74 75 77 78	1236	(53.2)
D	PCV	PCV 2 12 15 700	223	(9.6)
E	MVTA and PCV	MVTA and PCV	117	(5.0)
	TOTAL		2323	(100.0)

Table 8/ Regional Distribution of General Charge Categories

			CENTRAL		SOUTH WESTERN		EASTERN		NORTHERN		NORTH WESTERN	
A	PLATE	HTA 6 8 9	126	(11.2)	106	(21.2)	61	(15.4)	13	(6.8)	8	(7.6)
	LICENCE	HTA 13 14 61 412	74	(6.5)	26	(5.2)	17	(4.3)	4	(2.1)	8	(7.6)
B	EQUIPMENT	HTA 37 53 57	14	(1.2)	10	(2.0)	20	(5.1)	2	(1.0)	6	(5.7)
	BRAKE	HTA 39 416	13	(1.2)	2	(0.4)	3	(0.8)	3	(1.6)	1	(1.0)
	DIMENSION	HTA 65 66 67	97	(8.6)	42	(8.4)	37	(9.3)	30	(15.6)	24	(22.9)
	AXLE UNIT WEIGHT:											
	-DUAL AXLE	HTA 72-1-C	338	(29.9)	128	(25.6)	103	(26.0)	54	(28.1)	17	(16.2)
C	-OTHER AXLES	HTA 72-1-others	104	(9.2)	21	(4.2)	12	(3.0)	4	(2.1)	1	(1.0)
	-WEIGHTS RESTRICTION	HTA 72-others	5	(0.4)	5	(1.0)	1	(0.3)	-	-	1	(1.0)
	AXLE GROUP WEIGHTS	HTA 73	1	(0.1)	-	-	7	(1.8)	1	(0.5)	-	-
	GROSS VEHICLE WEIGHTS	HTA 74	61	(5.4)	19	(3.8)	19	(4.8)	21	(10.9)	2	(1.9)
	PERMIT WEIGHTS	HTA 77-1	96	(8.5)	46	(9.2)	24	(6.1)	30	(15.6)	14	(13.3)
	CARR PERMIT	HTA 77-others	48	(4.2)	20	(4.0)	14	(3.5)	6	(3.1)	4	(3.8)
	OTHER WEIGHT RELATED	HTA 71 75 78	2	(0.2)	-	-	1	(0.3)	3	(1.6)	3	(2.9)
	NO OPER. LIC.	PCV 2-1-A	47	(4.2)	10	(2.0)	13	(3.3)	10	(5.2)	3	(2.9)
	VEH. LIC. REQ.	PCV 2-1-B	22	(1.9)	7	(1.4)	5	(1.3)	1	(0.5)	1	(1.0)
D	CONTRARY TO TERMS OF LIC.	PCV 2-1-others	22	(1.9)	12	(2.4)	4	(1.0)	2	(1.0)	1	(1.0)
	DOCUMENTS	PCV 2-others	2	(0.2)	-	-	1	(0.3)	-	-	-	-
	OPER. LICENCE	PCV 12 15 700	24	(2.1)	20	(4.0)	11	(2.8)	1	(0.5)	4	(3.8)
	MVTA 3-1 and PCV 2-1-A	MVTA 3-1 and PCV 2-1-A	22	(1.9)	20	(4.0)	21	(5.3)	6	(3.1)	2	(1.9)
E	MVTA 3-1 and PCV 2-1-B & others	MVTA 3-1 and PCV 2-1-B and others	12	(1.1)	6	(1.2)	22	(5.6)	1	(0.5)	5	(4.8)
	TOTAL		1130	(100.0)	500	(100.0)	396	(100.2)	192	(100.0)	105	(100.0)

Table 9/ Regional Distribution of Broad Charged Offence Categories

			CENTRAL	SOUTH WESTERN	EASTERN	NORTHERN	NORTH WESTERN
A	PLATE/LICENCE	HTA 6 8 9 13 14 61 412	200 (17.7)	132 (26.4)	78 (19.7)	17 (8.9)	16 (15.2)
B	EQUIPMENT/ DIMENSION	HTA 37 53 57 65 66 67 416	124 (11.0)	54 (10.8)	60 (15.2)	35 (18.2)	31 (29.5)
C	OVERLOAD	HTA 71 72 73 74 75 77 78	655 (58.0)	239 (47.8)	181 (45.7)	119 (62.0)	42 (40.0)
D	PCV	PCV 2 12 15 700	117 (10.4)	49 (9.8)	34 (8.6)	14 (7.3)	9 (8.6)
E	MVTA and PCV	MVTA and PCV	34 (3.0)	26 (5.2)	43 (10.9)	7 (3.6)	7 (6.7)
	TOTAL		1130 (100.1)	500 (100.0)	396 (100.1)	192 (100.0)	105 (100.0)

Table 10A/ Time of Inspection

	CENTRAL		SOUTH WESTERN		EASTERN		NORTHERN		NORTH WESTERN		TOTAL	
Midnight - 1AM	4	(0.4)	-	-	4	(1.0)	1	(0.5)	-	-	9	(0.4)
1 - 2AM	7	(0.6)	1	(0.2)	9	(2.3)	3	(1.6)	-	-	20	(0.9)
2 - 3AM	4	(0.4)	2	(0.4)	4	(1.0)	3	(1.6)	-	-	13	(0.6)
3 - 4AM	3	(0.3)	3	(0.6)	5	(1.3)	2	(1.0)	-	-	13	(0.6)
4 - 5AM	4	(0.4)	-	-	9	(2.3)	1	(0.5)	1	(1.0)	15	(0.6)
5 - 6AM	7	(0.6)	1	(0.2)	1	(0.3)	1	(0.5)	-	-	10	(0.4)
6 - 7AM	14	(1.2)	5	(1.0)	7	(1.8)	-	-	1	(1.0)	27	(1.2)
7 - 8AM	68	(6.0)	19	(3.8)	10	(2.5)	7	(3.6)	8	(7.6)	112	(4.8)
8 - 9AM	104	(9.2)	38	(7.6)	27	(6.8)	18	(9.4)	5	(4.8)	192	(8.3)
9 - 10AM	126	(11.2)	53	(10.6)	29	(7.3)	16	(8.3)	11	(10.5)	235	(10.1)
10 - 11AM	128	(11.3)	60	(12.0)	36	(9.1)	29	(15.1)	14	(13.3)	267	(11.5)
11 - 12 NOON	124	(11.0)	51	(10.2)	37	(9.3)	25	(13.0)	11	(10.5)	248	(10.7)
12 NOON - 1PM	119	(10.5)	43	(8.6)	39	(9.8)	13	(6.8)	4	(3.8)	218	(9.4)
1 - 2PM	98	(8.7)	41	(8.2)	40	(10.1)	17	(8.9)	10	(9.5)	206	(8.9)
2 - 3PM	103	(9.1)	47	(9.4)	32	(8.1)	14	(7.3)	15	(14.3)	211	(9.1)
3 - 4PM	68	(6.0)	38	(7.6)	26	(6.6)	6	(3.1)	9	(8.6)	147	(6.3)
4 - 5PM	42	(3.7)	21	(4.1)	22	(5.6)	6	(3.1)	7	(6.7)	98	(4.2)
5 - 6PM	29	(2.6)	22	(4.4)	16	(4.0)	5	(2.6)	6	(5.7)	78	(3.4)
6 - 7PM	23	(2.0)	15	(3.0)	7	(1.8)	10	(5.2)	-	-	55	(2.4)
7 - 8PM	27	(2.4)	12	(2.4)	7	(1.8)	5	(2.6)	2	(1.9)	53	(2.3)
8 - 9PM	14	(1.2)	16	(3.2)	11	(2.8)	6	(3.1)	1	(1.0)	48	(2.1)
9 - 10PM	6	(0.5)	8	(1.6)	10	(2.5)	1	(0.5)	-	-	25	(1.1)
10 - 11PM	4	(0.4)	3	(0.6)	4	(1.0)	2	(1.0)	-	-	13	(0.6)
11 - Midnight	4	(0.4)	1	(0.2)	4	(1.0)	-	-	-	-	9	(0.4)
UNKNOWN	-	-	-	-	-	-	1	(0.5)	-	-	1	(0.0)
TOTAL	1130	(100.0)	500	(100.0)	396	(100.0)	192	(100.0)	105	(100.0)	2323	(100.3)

Table 10B/ Time of Inspection (Grouped)

	CENTRAL	SOUTH WESTERN	EASTERN	NORTHERN	NORTH WESTERN	TOTAL
Midnight - 8AM	111 (9.8)	32 (6.2)	49 (12.4)	18 (9.4)	10 (9.5)	219 (9.4)
8AM - 4PM	870 (77.0)	371 (74.2)	266 (67.2)	138 (71.9)	79 (75.2)	1724 (74.2)
4PM - Midnight	149 (13.2)	98 (19.6)	81 (20.4)	35 (18.2)	16 (15.3)	379 (16.3)
Unknown	- -	- -	- -	1 (0.5)	- -	1 (0.0)
TOTAL	1130 (100.0)	500 (100.0)	396 (100.0)	192 (100.0)	105 (100.0)	2323 (99/9)

Table 11/ Vehicle Inspection: Day of Week

	CENTRAL	SOUTH WESTERN	EASTERN	NORTHERN	NORTH WESTERN	TOTAL
MONDAY	126 (11.2)	99 (19.8)	56 (14.1)	29 (15.1)	18 (17.1)	328 (14.1)
TUESDAY	271 (24.0)	110 (22.0)	89 (22.5)	45 (23.4)	19 (18.1)	534 (23.0)
WEDNESDAY	239 (21.2)	110 (22.0)	106 (26.8)	49 (25.5)	29 (27.6)	533 (22.9)
THURSDAY	272 (24.1)	98 (19.6)	69 (17.4)	34 (17.7)	20 (19.0)	493 (21.2)
FRIDAY	202 (17.9)	78 (15.6)	60 (15.2)	30 (15.6)	16 (15.2)	386 (16.6)
SATURDAY	18 (1.6)	2 (0.4)	9 (2.3)	4 (2.1)	1 (1.0)	34 (1.5)
SUNDAY	2 (0.2)	3 (0.6)	7 (1.8)	1 (0.5)	2 (1.9)	15 (0.6)
TOTAL	1130 (100.2)	500 (100.0)	396 (100.1)	192 (99.9)	105 (99.9)	2323 (100.0)

Table 12/ General Charge Categories: Vehicle Detention Time - Charge Settlement Time

			AVERAGE VEHICLE DETENTION TIME* TOTAL SAMPLE** NUMBER	MINUTES	MOBILE NUMBER	MINUTES	AVERAGE TIME TAKEN FROM*** INSPECTION TO COURT DATE Total Sample NUMBER	MONTHS
A	PLATE	HTA 6 8 9 13	264	29.4	71	22.5	286	2.0
	LICENCE	HTA 14 61 412	114	20.6	48	13.4	121	2.4
B	EQUIPMENT	HTA 37 53 57	46	19.5	31	13.0	47	2.3
	BRAKE	HTA 39 416	15	42.0	3	25.0	20	3.5
	DIMENSION	HTA 65 66 67	179	30.9	75	16.0	206	2.2
C	AXLE UNIT WEIGHT:							
	-DUAL AXLE	HTA 72-1-C	602	21.9	63	23.3	578	3.0
	-OTHER AXLES	HTA 72-1-others	136	20.9	14	31.0	133	2.4
	-WEIGHTS RESTRICT.	HTA 72-others	12	13.8	3	15.0	12	2.2
	AXLE GROUP WEIGHTS	HTA 73	9	22.2	-	-	7	3.0
	GROSS VEHICLE WEIGHTS	HTA 74	108	28.9	19	50.1	113	2.5
	PERMIT WEIGHTS	HTA 77-1	192	17.1	70	16.0	188	2.4
	CARR. PERMIT	HTA 77-others	89	15.7	43	17.7	85	2.2
	OTHER WEIGHT REL.	HTA 71 75 78	6	16.7	1	20.0	9	3.1
D	NO OPER. LICENCE	PCV 2-1-A	79	18.3	38	15.6	75	6.7
	VEH. LICENCE REQ.	PCV 2-1-B	34	19.5	24	20.5	35	5.5
	CONTRARY TO TERMS OF LICENCE	PCV 2-1-others	39	15.6	25	16.0	38	5.6
	DOCUMENTS	PCV 2-others	3	15.0	3	15.0	3	9.7
	OPER. LICENCE	PCV 12 15 700	59	24.5	18	15.7	53	4.7
E	MVTA 3-1 and PCV 2-1-A	MVTA 3-1 and PCV 2-1-A	71	18.6	12	16.8	68	7.2
	MVTA 3-1 and PCV 2-1-B & others	MVTA 3-1 and PCV 2-1-B and others	44	17.6	11	20.5	40	5.1
TOTAL			2101	22.7	572	19.2	2117	3.0

* does not include cases where vehicle detention times are unknown
** includes MOBILE UNITS
*** does not include cases where settlement times are unknown

Table 13/ Broad Charge Categories: Vehicle Detention Time - Charge Settlement Time

		AVERAGE VEHICLE DETENTION TIME*				AVERAGE TIME TAKEN FROM*** INSPECTION TO COURT DATE	
		TOTAL SAMPLE**		MOBILE UNITS		TOTAL SAMPLE	
		NUMBER	MINUTES	NUMBER	MINUTES	NUMBER	MONTHS
A PLATE/ LICENCE	HTA 6 8 9 13 14 61 412	378	26.7	119	18.8	407	2.1
B EQUIPMENT/ DIMENSION	HTA 37 39 55 57 65 66 67 416	240	29.4	109	15.4	273	2.3
C OVERLOAD	HTA 74 75 77 78	1154	21.1	213	22.5	1125	2.7
D PCV	PCV 2 12 15 700	214	19.7	108	16.8	204	5.8
E MVTA and PCV	MVTA and PCV	115	18.2	23	18.6	108	6.4
TOTAL		2101	22.7	572	19.2	2117	3.0

* does not include cases where vehicle detention times are unknown

** includes MOBILE UNITS

*** does not include cases where settlement times are unknown

Table 14/ General Charge Categories: Fine

		NUMBER	AVERAGE* FINE ($)
A PLATE	HTA 6 8 9	313	30.6
LICENCE	HTA 13 14 61 412	129	29.1
B EQUIPMENT	HTA 37 53 57	52	36.4
BRAKE	HTA 39 416	21	45.0
DIMENSION	HTA 65 66 67	230	83.8
C AXLE UNIT WEIGHT:			
-DUAL AXLE	HTA 72-1-C	638	62.7
-OTHER AXLES	HTA 72-1-others	142	63.9
-WEIGHTS RESTRICTION	HTA 72-others	12	46.8
AXLE GROUP WEIGHTS	HTA 73	9	137.8
GROSS VEHICLE WEIGHTS	HTA 74	122	114.6
PERMIT WEIGHTS	HTA 77-1	208	92.0
CARR. PERMIT	HTA 77-others	92	29.5
OTHER WEIGHT RELATED	HTA 71 75 78	9	179.0
D NO OPER. LICENCE	PCV 2-1-A	83	60.9
VEH. LICENCE REQ.	PCV 2-1-B	36	61.2
CONTRARY TO TERMS OF LICENCE	PCV 2-1-others	41	71.1
DOCUMENTS	PCV 2-others	3	53.7
OPER. LICENCE	PCV 12 15 700	59	54.6
E MVTA 3-1 and PCV 2-1-A	MVTA 3-1 and PCV 2-1-A	71	87.1
MVTA 3-1 and PCV 2-1-B & others	MVTA 3-1 and PCV 2-1-B and others	46	89.5
TOTAL		2316	63.8

* does not include cases where there was no fine

Table 15/ Broad Charge Categories: Fine

		NUMBER	AVERAGE* FINE ($)
A PLATE/LICENCE	HTA 6 8 9 13 14 61 412	442	30.1
B EQUIPMENT/ DIMENSIONS	HTA 37 39 53 57 65 66 67 416	303	73.0
C OVERLOAD	HTA 71 72 73 74 75 77 78	1232	71.7
D PCV	PCV 2 12 15 700	222	61.1
E MVTA and PCV	VTA and PCV	117	88.0
TOTAL		2316	63.8

* does not include cases where there was no fine

Table 16/ General Charge Categories: Registered Owner Location

		ONTARIO		OTHER PROVINCES		USA		TOTAL	
A PLATE	HTA 6 8 9	100	(5.4)	75	(28.0)	139	(74.7)	314	(13.5)
LICENCE	HTA 13 14 61 412	119	(6.4)	7	(2.6)	3	(1.6)	129	(5.6)
B EQUIPMENT	HTA 37 53 57	45	(2.4)	7	(2.6)	-	-	52	(2.2)
BRAKE	HTA 39 416	21	(1.1)	1	(0.4)	-	-	22	(0.9)
DIMENSION	HTA 65 66 67	195	(10.4)	28	(10.4)	7	(3.8)	230	(9.9)
C AXLE UNIT WEIGHT:									
-DUAL AXLE	HTA 72-1-C	563	(30.1)	60	(22.4)	17	(9.1)	640	(27.6)
-OTHER AXLES	HTA 72-1-others	133	(7.1)	9	(3.4)	-	-	142	(6.1)
-WEIGHTS RESTRICTION	HTA 72-others	12	(0.6)	-	-	-	-	12	(0.5)
AXLE GROUP WEIGHTS	HTA 73	8	(0.4)	1	(0.4)	-	-	9	(0.4)
GROSS VEHICLE WEIGHTS	HTA 74	97	(5.2)	22	(8.2)	3	(1.6)	122	(5.3)
PERMIT WEIGHTS	HTA 77-1	198	(10.6)	11	(4.1)	1	(0.5)	210	(9.0)
CARR. PERMIT	HTA 77-others	85	(4.5)	5	(1.9)	2	(1.1)	92	(4.0)
OTHER WEIGHT REL.	HTA 71 75 78	9	(0.5)	-	-	-	-	9	(0.4)
D NO OPER. LICENCE	PCV 2-1-A	79	(4.2)	2	(0.7)	2	(1.1)	83	(3.6)
VEH. LICENCE REQ.	PCV 2-1-B	35	(1.9)	1	(0.4)	-	-	36	(1.5)
CONTRARY TO TERMS OF LICENCE	PCV 2-1-others	41	(2.2)	-	-	-	-	41	(1.8)
DOCUMENTS	PCV 2-others	3	(0.2)	-	-	-	-	3	(0.1)
OPER. LICENCE	PCV 12 15 700	56	(3.0)	3	(1.1)	1	(0.5)	60	(2.6)
E MVTA 3-1 and PCV 2-1-A	MVTA 3-1 and PCV 2-1-A	44	(2.4)	22	(8.2)	5	(2.7)	71	(3.1)
MVTA 3-1 and PCV 2-1-B & others	MVTA 3-1 and PCV 2-1-B and others	26	(1.4)	14	(5.2)	6	(3.2)	46	(2.0)
TOTAL		1869	(100.0)	268	(100.0)	186	(100.0)	2323	(100.0)

Table 17/ Broad Charge Categories: Registered Owner Location

		ONTARIO		OTHER PROVINCES		USA		TOTAL	
A PLATE LICENCE	HTA 6 8 9 13 14 61 412	219	(11.7)* (49.4)**	82	(30.6)* (18.5)**	142	(76.3)* (32.1)**	443 456	(19.1)* (100.0)**
B EQUIPMENT/ DIMENSION	HTA 37 39 53 57 65 66 67 416	261	(14.0)* (85.9)**	36	(13.4)* (11.8)**	7	(3.8)* (2.3)**	304	(13.1)* (100.0)**
C OVERLOAD	HTA 71 72 73 74 75 77 78	1105	(59.1)* (89.4)**	108	(40.3)* (8.7)**	23	(12.4)* (1.9)**	1236	(53.2)* (100.0)**
D PCV	PCV 2 12 15 700	214	(11.4)* (96.0)**	6	(2.2)* (2.7)**	3	(1.6)* (1.3)**	223	(9.6)* (100.0)**
E MVTA and PCV	MVTA and PCV	70	(3.7)* (59.8)**	36	(13.4)* (30.8)**	11	(5.9)* (9.4)**	117	(5.0)* (100.0)**
TOTAL		1869	(100.0)* (80.5)**	268	(100.0)* (11.5)**	186	(100.0)* (8.0)**	2323	(100.0)* (100.0)**

* column percentage
** row percentage

Table 18/ General Charge Categories: Registered Driver Location

		ONTARIO		OTHER PROVINCES		USA		TOTAL	
A PLATE	HTA 6 8 9	112	(6.0)	64	(24.3)	138	(73.0)	314	(13.5)
LICENCE	HTA 13 14 61 412	123	(6.6)	4	(1.5)	2	(1.1)	129	(5.6)
B EQUIPMENT	HTA 37 53 57	45	(2.4)	7	(2.7)	-	-	52	(2.2)
BRAKE	HTA 39 416	22	(1.2)	-	-	-	-	22	(0.9)
DIMENSION	HTA 65 66 67	192	(10.3)	29	(11.0)	9	(4.2)	230	(9.9)
C AXLE UNIT WEIGHT:									
-DUAL AXLE	HTA 72-1-C	552	(29.5)	70	(26.6)	18	(9.5)	640	(27.6)
-OTHER AXLES	HTA 72-1-others	137	(7.3)	5	(1.9)	-	-	142	(6.1)
-WEIGHTS RESTRICTION	HTA 72-others	11	(0.6)	-	-	1	(0.5)	12	(0.5)
AXLE GROUP WEIGHTS	HTA 73	6	(0.3)	3	(1.1)	-	-	9	(0.4)
GROSS VEHICLE WEIGHTS	HTA 74	97	(5.2)	21	(8.0)	4	(2.1)	122	(5.3)
PERMIT WEIGHTS	HTA 77-1	196	(10.5)	11	(4.2)	3	(1.6)	210	(9.0)
CARR. PERMIT	HTA 77-others	84	(4.5)	6	(2.3)	2	(1.1)	92	(4.0)
OTHER WEIGHT REL.	HTA 71 75 78	9	(0.5)	-	-	-	-	9	(0.4)
D NO OPER. LICENCE	PCV 2-1-A	78	(4.2)	4	(1.5)	1	(0.5)	83	(3.6)
VEH. LICENCE REQ.	PCV 2-1-B	35	(1.9)	1	(0.4)	-	-	36	(1.5)
CONTRARY TO TERMS OF LICENCE	PCV 2-1-others	41	(2.2)	-	-	-	-	41	(1.8)
DOCUMENTS	PCV 2-others	3	(0.2)	-	-	-	-	3	(0.2)
OPER. LICENCE	PCV 12 15 700	53	(2.8)	5	(1.9)	2	(1.1)	60	(2.6)
E MVTA 3-1 and PCV 2-1-A	MVTA 3-1 and PCV 2-1-A	47	(2.5)	20	(7.6)	4	(2.1)	71	(3.1)
MVTA 3-1 and PCV 2-1-B & others	MVTA 3-1 and PCV 2-1-B and others	27	(1.4)	13	(4.9)	6	(3.2)	46	(2.0)
TOTAL		1870	(100.1)	263	(99.9)	190	(100.0)	2323	(100.2)

Table 19/ Broad Charge Categories: Registered Driver Location

		ONTARIO		OTHER PROVINCES		USA		TOTAL	
A PLATE/ LICENCE	HTA 6 8 9 13 14 61 412	235	(12.6)* (53.0)**	68	(25.9)* (15.4)**	140	(74.1)* (31.6)**	443	(19.1)* (100.0)**
B EQUIPMENT/ DIMENSION	HTA 37 39 53 57 65 66 67 416	259	(13.8)* (85.2)**	36	(13.7)* (11.8)**	9	(4.2)* (3.0)**	304	(13.1)* (100.0)**
C OVERLOAD	HTA 71 72 73 74 75 77 78	1092	(58.4)* (83.3)**	116	(44.1)* (9.4)**	28	(14.8)* (2.3)**	1236	(53.2)* (100.0)**
D PCV	PCV 2 12 15 700	210	(11.2)* (94.2)**	10	(3.8)* (4.5)**	3	(1.6)* (1.3)**	223	(9.6)* (100.0)**
E MVTA and PCV	MVTA and PCV	74	(4.0)* (63.2)**	33	(12.5)* (28.2)**	10	(5.3)* (8.6)**	117	(5.0)* (100.0)**
TOTAL		1870	(100.0)* (80.5)**	263	(100.0)* (11.3)**	190	(100.0)* (8.2)**	2323	(100.0)* (100.0)**

* column percentage
** row percentage

Table 20/ General Charge Categories: Consignor Location

		ONTARIO		OTHER PROVINCES		USA		OTHER		TOTAL	
A PLATE/	HTA 6 8 9	-	-	-	-	-	-	-	-	-	-
LICENCE	HTA 13 14 61 412	2	(0.9)	-	-	-	-	-	-	2	(0.6)
B EQUIPMENT	HTA 37 53 57	-	-	-	-	-	-	-	-	-	-
BRAKE	HTA 39 416	-	-	-	-	-	-	-	-	-	-
DIMENSION	HTA 65 66 67	1	(0.4)	-	-	-	-	-	-	1	(0.3)
C AXLE UNIT WEIGHT:											
-DUAL AXLE	HTA 72-1-C	3	(1.3)	-	-	-	-	-	-	3	(0.9)
-OTHER AXLES	HTA 72-1-others	-	-	-	-	-	-	-	-	-	-
-WEIGHTS RESTRICTION	HTA 72-others	-	-	-	-	-	-	-	-	-	-
AXLE GROUP WEIGHTS	HTA 73	-	-	-	-	-	-	-	-	-	-
GROSS VEHICLE WEIGHTS	HTA 74	-	-	-	-	-	-	-	-	-	-
PERMIT WEIGHTS	HTA 77-1	-	-	-	-	-	-	-	-	-	-
CARR. PERMIT	HTA 77-others	-	-	-	-	-	-	-	-	-	-
OTHER WEIGHT REL.	HTA 71 75 78	-	-	-	-	-	-	-	-	-	-
D NO OPER. LICENCE	PCV 2-1-A	72	(31.2)	2	(4.5)	3	(6.7)	-	-	77	(23.8)
VEH. LICENCE REQ.	PCV 2-1-B	35	(15.2)	1	(2.3)	-	-	-	-	36	(11.1)
CONTRARY TO TERMS OF LICENCE	PCV 2-1-others	33	(14.3)	2	(4.5)	2	(4.4)	1	(25.0)	38	(11.7)
DOCUMENTS	PCV 2-others	2	(0.9)	-	-	1	(2.2)	-	-	3	(0.9)
OPER. LICENCE	PCV 12 15 700	42	(18.2)	6	(13.6)	4	(8.9)	1	(25.0)	53	(16.4)
E MVTA 3-1 and PCV 2-1-A	MVTA 3-1 and PCV 2-1-A	23	(10.0)	21	(47.7)	25	(55.6)	1	(25.0)	70	(21.6)
MVTA 3-1 and PCV 2-1-B & others	MVTA 3-1 and PCV 2-1-B and others	18	(7.8)	12	(27.3)	10	(22.2)	1	(25.0)	41	(12.7)
TOTAL		231	(100.2)	44	(99.9)	45	(100.0)	4	(100.0)	324	(100.0)

Table 21/ Broad Charge Categories: Consignor Location

		ONTARIO	OTHER PROVINCES	USA	OTHER	TOTAL
A PLATE/ LICENCE	HTA 6 8 9 13 14 61 412	2 (0.9)* (100.0)**	- -	- -	- -	2 (0.6)* (100.0)**
B EQUIPMENT/ DIMENSION	HTA 37 39 53 57 65 66 67 416	1 (0.4)* (100.0)**	- -	- -	- -	1 (0.3)* (100.0)**
C OVERLOAD	HTA 71 72 73 74 75 77 78	3 (1.3)* (100.0)**	- -	- -	- -	3 (0.9)* (100.0)**
D PCV	PCV 2 12 15 700	184 (79.7)* (88.9)**	11 (25.0)* (5.3)**	10 (22.2)* (4.8)**	2 (50.0)* (1.0)**	207 (63.9)* (100.0)**
E MVTA and PCV	MVTA and PCV	41 (17.7)* (36.9)**	33 (75.0)* (29.8)**	35 (77.8)* (31.5)**	2 (50.0)* (1.8)**	111 (34.3)* (100.0)**
TOTAL		231 (100.0)* (71.3)**	44 (100.0)* (13.9)**	45 (100.0)* (13.9)**	4 (100.0)* (1.2)**	324 (100.0)* (100.0)**

* column percentage
** row percentage

Table 22/ General Charge Categories: Consignee Location

		ONTARIO		OTHER PROVINCES		USA		OTHER		TOTAL	
A PLATE	HTA 6 8 9	-	-	-	-	-	-	-	-	-	-
LICENCE	HTA 13 14 61 412	2	(0.8)	-	-	-	-	-	-	2	(0.6)
B EQUIPMENT	HTA 37 53 57	-	-	-	-	-	-	-	-	-	-
BRAKE	HTA 39 416	-	-	-	-	-	-	-	-	-	-
DIMENSION	HTA 65 66 67	1	(0.4)	-	-	-	-	-	-	1	(0.3)
C AXLE WEIGHT -DUAL AXLE	HTA 72-1-C	2	(0.8)	1	(2.4)	-	-	-	-	3	(0.9)
-OTHER AXLES	HTA 72-1-others	-	-	-	-	-	-	-	-	-	-
-WEIGHTS RESTRICTION	HTA 72-others	-	-	-	-	-	-	-	-	-	-
AXLE GROUP WEIGHTS	HTA 73	-	-	-	-	-	-	-	-	-	-
GROSS VEHICLE WEIGHTS	HTA 74	-	-	-	-	-	-	-	-	-	-
PERMIT WEIGHTS	HTA 77-1	-	-	-	-	-	-	-	-	-	-
CARR. PERMIT	HTA 77-others	-	-	-	-	-	-	-	-	-	-
OTHER WEIGHT REL.	HTA 71 75 78	-	-	-	-	-	-	-	-	-	-
D NO OPER. LICENCE	PCV 2-1-A	73	(28.7)	3	(7.3)	2	(6.9)	-	-	78	(24.0)
VEH. LICENCE REQ.	PCV 2-1-B	36	(14.2)	-	-	-	-	-	-	36	(11.1)
CONTRARY TO TERMS OF LICENCE	PCV 2-1-others	35	(13.8)	-	-	3	(10.3)	-	-	38	(11.7)
DOCUMENTS	PCV 2-others	3	(1.2)	-	-	-	-	-	-	3	(0.9)
OPER. LICENCE	PCV 12 15 700	41	(16.1)	4	(9.8)	7	(24.1)	1	(100.0)	53	(16.3)
E MVTA 3-1 and PCV 2-1-A	MVTA 3-1 and PCV 2-1-A	43	(16.9)	11	(26.8)	16	(55.2)	-	-	70	(21.5)
MVTA 3-1 and PCV 2-1-B & others	MVTA 3-1 and PCV 2-1-B and others	18	(7.1)	22	(53.7)	1	(3.4)	-	-	41	(12.7)
TOTAL		254	(100.0)	41	(100.0)	29	(99.9)	1	(100.0)	325	(100.0)

Table 23/ Broad Charge Categories: Consignee Location

		ONTARIO	OTHER PROVINCES	USA	OTHER	TOTAL
A PLATE/ LICENCE	HTA 6 8 9 13 14 61 412	2 (0.8)* (100.0)**	- -	- -	- -	2 (0.6)* (100.0)**
B EQUIPMENT/ DIMENSION	HTA 37 39 53 57 65 66 67 416	1 (0.4)* (100.0)**	- -	- -	- -	1 (0.3)* (100.0)**
C OVERLOAD	HTA 71 72 73 74 75 77 78	2 (0.8)* (66.7)**	1 (2.4)* (33.3)**	- -	- -	3 (0.9)* (100.0)**
D PCV	PCV 2 12 15 700	188 (74.0)* (66.7)**	7 (17.1)* (3.4)**	12 (41.4)* (5.8)**	1 (100.0)* (0.3)**	208 (64.0)* (100.0)**
E MVTA and PCV	MVTA and PCV	61 (24.0)* (55.0)**	33 (80.5)* (29.7)**	17 (58.6)* (15.3)**	- -	111 (34.2) (100.0)**
TOTAL		254 (100.0)* (78.2)**	41 (100.0)* (12.6)**	29 (100.0)* (8.9)**	1 (100.0)* (0.3)**	325 (100.0)* (100.0)**

* column percentage

** row percentage

Table 24/ Overloads

	NUMBER OF VEHICLES	AVERAGE OVERLOAD (kg)	CHARGED	% OF OVERLOADS CHARGED
Highest Axle Unit Overload	1000	2288	786 (71.4)	78.6
Highest Axle Group Overload	22	3296	10 (0.9)	45.5
Gross Vehicle Overload	393	2502	114 (10.4)	29.0
Registered Gross Weight Overload	385	2432	190 (17.3)	49.4
TOTAL			1100 (100.0)	

Table 25/ Charged Overload - Registered Owner Address

	NUMBER	AVERAGE CHARGED OVERLOAD (kg)	RANGE (kg) LOW	RANGE (kg) HIGH	65% DISTRIBUTION ABOUT THE MEAN RANGE (kg)
Ontario	971 (88.8)	2638	280	15 160	1600-5390
Other Province	103 (9.4)	2694	920	15 080	1900-4000
U.S.A.	20 (1.8)	2319	1200	5 260	1670-2820
TOTAL	1094 (100.0)	2640	280	15 160	1600-5040

Table 26/ Charged Overload - Registered Driver Address

	NUMBER	AVERAGE CHARGED OVERLOAD (kg)	RANGE (kg) LOW	RANGE (kg) HIGH	65% DISTRIBUTION ABOUT THE MEAN RANGE (kg)
Ontario	963 (88.0)	2626	280	15 160	1450-4100
Other Province	108 (9.9)	2758	920	15 080	1500-3880
U.S.A.	23 (2.1)	2593	1200	5 400	1670-2900
TOTAL	1094 (100.0)	2639	280	15 160	1600-5000

Table 27/ Charged Overload - Number of Axle Units*

	NUMBER	AVERAGE CHARGED OVERLOAD (kg)	RANGE (kg) LOW	RANGE (kg) HIGH	65% DISTRIBUTION ABOUT THE MEAN RANGE (kg)
One	1 (0.1)	1300	- -	- -	- -
Two	141 (13.0)	1781	280	6 300	1140-2406
Three	118 (10.9)	2846	800	13 100	1620-4100
Four	85 (7.8)	2597	500	9 520	1180-3670
Five	354 (32.7)	2456	860	15 080	1500-3810
Six	294 (27.1)	3073	860	15 160	1730-5200
Seven	40 (3.7)	3491	1100	10 370	1810-5350
Eight	50 (4.6)	2809	1000	13 894	1540-4100
Nine	1 (0.1)	4200	- -	- -	- -
TOTAL	1084 (100.0)	2644	280	15 160	1590-3930

* excludes vehicles with unknown number of axle units.

Table 28/ Charged Overload - Freight Description*

	NUMBER	AVERAGE CHARGED OVERLOAD (kg)	RANGE (kg) LOW	RANGE (kg) HIGH	65% DISTRIBUTION ABOUT THE MEAN RANGE (kg)
Lumber	158 (14.9)	3444	500	15 160	1870-6105
Stone	239 (22.5)	2669	850	12 200	1620-3940
Steel	172 (16.2)	2576	690	11 750	1420-3720
Chemicals	42 (4.0)	2507	570	8 200	1270-3600
Machinery	61 (5.7)	3241	650	15 080	1300-4400
Petroleum	21 (2.0)	2526	860	8 300	1520-3440
General Merchandise	47 (4.4)	2228	949	7 260	1260-2980
Farm Products	229 (21.6)	2248	280	14 843	1340-3020
Miscellaneous	93 (8.8)	2055	700	6 240	1700-2290
TOTAL	1062 (100.0)	2629	280	15 160	1460-4000

* excludes vehicles carrying no freight or with unknown freight

Table 29/ Charged Overload - Fine*

KILOGRAMS	NUMBER		AVERAGE FINE ($)	RANGE ($) LOW	RANGE ($) HIGH	65% DISTRIBUTION ABOUT THE MEAN RANGE ($)	MODE ($)	MODE AS A PERCENTAGE OF GROUPED CHARGED OVERLOAD %
1-1000	34	(3.1)	52.5	28	61	53	53	73.5
1001-2000	467	(42.8)	54.6	28	650	53	53	81.2
2001-3000	300	(27.5)	55.0	25	200	53	53	58.5
3001-4000	138	(12.7)	74.0	28	881	66-81	53	15.9
4001-5000	68	(6.2)	90.6	28	204	84-99	53	11.8
5001-6000	33	(3.0)	183.8	22	243	105-225	219	9.1
6001-7000	20	(1.8)	192.4	60	281	125-263	263	15.0
7001-8000	8	(0.7)	234.4	72	477	149-299	-	-
8001-9000	7	(0.6)	188.0	52	495	103-252	-	-
Over 9000	15	(1.4)	547.3	61	1059	101-831	-	-
TOTAL	1090	(100.0)	74.7	22	1059		53	56.1

* excludes cases where there was no fine

APPENDIX B

TABLE S1

TABLE S2

TABLE S1/ Inspection Station Summary: Mississauga District*

BASIC INFORMATION

	OPERATING HOURS	MAN HOURS	NUMBER OF INSPECTIONS	NUMBER OF OVERLOAD VIOLATIONS	NUMBER OF OTHER VIOLATIONS	TOTAL VIOLATIONS
TOTAL	2599.75	7508.75	301 246	1415	985	2400

DERIVED INFORMATION

	TOTAL INSPECTIONS PER OPERATING HOURS	TOTAL INSPECTIONS PER MAN HOURS	OVERLOADS PER OPERATING HOURS	OVERLOADS PER MAN HOURS	TOTAL VIOLATIONS PER OPERATING HOURS	TOTAL VIOLATIONS PER MAN HOURS	VIOLATIONS PER 100 INSPECTIONS		
							OVERLOAD	OTHER	TOTAL
TOTAL	115.9	40.1	0.544	0.188	0.923	0.320	0.470	0.327	0.797

* inspection stations included Victoria, Streetsville North, and Lorne Park

TABLE S2/ Inspection Station Summaries: Fiscal 1978-79

	NUMBER OF VEHICLES EXAMINED	NUMBER OF OVERLOADS	NUMBER OF OTHER INFRACTIONS	OVERLOADS PER 100 INSPECTIONS	OTHER VIOLATIONS PER 100 INSPECTIONS	TOTAL VIOLATIONS PER 100 INSPECTIONS
CENTRAL REGION	1 841 485	7482	7157	0.406	0.387	0.793
- Scarborough	826 308	2643	2383	0.320	0.288	0.608
- Mississauga	480 720	2344	1827	0.488	0.380	0.868
- Stoney Creek	534 457	2495	2947	0.467	0.551	1.018
SOUTHWESTERN REGION	351 924	1908	3538	0.542	1.005	1.547
- London	198 794	1300	1586	0.654	0.798	1.452
- Windsor	153 130	608	1952	0.397	1.275	1.672
EASTERN REGION	205 039	2068	2495	1.009	1.217	2.226
- Kingston	164 998	1799	2059	1.090	1.248	2.338
- Ottawa	40 041	269	436	0.672	1.089	1.761
NORTHERN REGION	78 850	1259	1727	1.597	2.190	3.787
- North Bay	41 674	785	987	1.883	2.368	4.251
- Timmins	37 176	474	740	1.275	1.991	3.266
NORTHWESTERN REGION	64 027	3815				5.958
- Thunder Bay	29 588	1721				5.817
- Kenora	21 824	1834				8.404
- Sault Ste. Marie	12 615	260				2.061

APPENDIX C

CHARGED OFFENCE DESCRIPTION

OFFENCE DESCRIPTION RELATED TO TRUCK REGULATIONS

H.T.A.

Section	Offences
6	Permit and plate registration
8	Fail to have number plates
9	Violations as to number plates
13	Fail to have operators licence
14	Fail to produce operators licence
37	Improper lights
39	Defective brakes
53	Fail to have proper trailer attachments
57	Drive unsafe vehicle
61	No name of owner on commercial vehicle/reflector
65	Width/length/height violation
66	Special permit violation
67	Improper loading
71	Restrictions as to weight on tires
72	Maximum allowable axle unit weights
72-1-C	-for a dual axle
72-1-others	-other than a dual axle
72-others	-restriction of weights allowed under subsection 1
73	Maximum allowable axle group weights
74	Maximum allowable gross vehicle weights
75	Violation of raw forest products allowance during freeze up
77	Operating within permitted weight
77-1	Operating within permitted gross vehicle weight
77-others	Other than operating within permitted gross vehicle weight
78	Refusal of inspection
412	Specifications re: dangerous loads
416	Specifications re: equipment

P.C.V.

Section	Offences
2	Operating licence required
2-1-A	Pursuant to an operating licence
2-1-B	A vehicle licence has been issued in respect of the commercial vehicle
2-1-others	The transportation is carried out in accordance with the terms and conditions of the operating licence and the provisions of this Act and the regulations
2-others	Exceptions to Subsection 1, advertising by unlicensed persons
12	Violation of licence
15	Refusal of inspection/fail to produce documents
700	Specifications re: Public Commercial Vehicle Operating Licences

M.V.T.A.

Section	Offences
3-1	Operating licence - no person shall operate an extra-provincial undertaking unless in possession of a licence issued under the authority of this Act.

APPENDIX D

REPORTS OF INSPECTIONS AND CONVICTIONS - PROVINCIAL APRIL 1, 1978 TO MARCH 31, 1979

REPORTS OF INSPECTIONS AND CONVICTIONS

PROVINCIAL, April 1, 1978 to March 31, 1979

P.C.V. – P.V. ENFORCEMENT — Tick Appropriate Box

Covering the quarter, January 1, 197__ to March 31, 197__ ☐
Covering the quarter, April 1, 197__ to June 30, 197__ ☐
Covering the quarter, July 1, 197__ to September 30, 197__ ☐
Covering the quarter, October 1, 197__ to December 31, 197__ ☐
Covering the fiscal year 1978 – 1979

	P.C.V. ACT					M.V.T. ACT		H.T. ACT					P.V. ACT	
	SEC-2-1A	SEC-2-1B	SEC-2-1C	SEC-3-4	OTHERS	NO LICENCE	CONTRARY	SEC. 77(1)	SEC. 72	SEC. 73	SEC. 74	OTHERS		TOTAL
No. Reports of Insp. Comp.	2 215	1 623	1, 080	14	1 227	4 064	1 145	2 774	10 075	159	1 425	12 888	188	38 607
	No Licence	Vehicle Licence Required	Contrary to terms of Licence	Production of Comm. Veh. Lease				Permit Weight	Axle Unit Weight	Axle Group Weight	Gross Weight			
Sworn Informations	806	380	443	8	793	1 143	556	2 534	9 145	188	1 271	10 026	60	27 353
Dismissals	25	7	23	0	16	36	22	33	117	4	21	168	6	478
Withdrawls	80	40	51	0	40	101	60	50	154	127	25	279	5	1 012
Convictions	739	341	390	6	761	959	352	2 368	9 089	372	1 029	9 728	40	26 174
Fines	44 146 30	18 740 00	24 120 10	300 00	34 653 60	79 651 80	30 898 10	302 027 21	549 040 87	18 061 04	116 572 01	423 319 65	2 867 75	1 644 398
Court Costs	1 211.40	580.80	715.60	12.00	1 223.60	1 962.20	823.20	4 501.00	14 206.20	392.20	1 932 40	17 958.50	60.00	45 579

TOTAL OF COMMERCIAL VEHICLES INSPECTED: 2 623 362

* Includes vehicles inspected by area managers

APPENDIX E
SAMPLES OF CHARGE REPORTS

Ministry of Transportation and Communications
Ontario

HIGHWAY TRAFFIC ACT WEIGHT REPORT

TIME IN _____ A.M. P.M. TIME OUT _____ A.M. P.M. DATE _____ 19___

CHECKED AT _____ LOCATION _____

REGISTERED OWNER _____

ADDRESS _____

DRIVER'S NAME _____

ADDRESS _____ APT. NO. _____

DRIVER'S LICENCE NO. _____ CLASS ☐ PROV. or STATE _____

AXLE	Dir.		REGISTRATION NO.	YEAR	PROV. or STATE	MAKE	SERIAL NO.	UNIT NO.	PREVIOUS REG. NO.	P.C.V. NO.	YEAR	REGISTERED GROSS Wt.
		TRUCK or TRACTOR										
		CONV. UNIT										
		TRAILER 1st								TOTAL		
		TRAILER 2nd										

FRONT AXLE Weight	TIRE SIZE	M.G.A.W.R.	TABLE	D1	D2	BASE LENGTH

TOTAL

DIAGRAM VEHICLE = _____

DIAGRAM AXLE GROUP = _____

DIAGRAM AXLE GROUP = _____

DIAGRAM AXLE GROUP = _____

PORTABLE SCALE	L											
	R											
SCALE WEIGHT												
CALCULATION ALLOWABLE AXLE UNIT WEIGHT												
AXLE UNIT OVERLOAD												

AXLE GROUP	SCALE WEIGHT	ALLOWABLE WEIGHT	AXLE GROUP OVERLOAD	
AXLE GROUP	SCALE WEIGHT	ALLOWABLE WEIGHT	AXLE GROUP OVERLOAD	
AXLE GROUP	SCALE WEIGHT	ALLOWABLE WEIGHT	AXLE GROUP OVERLOAD	
CALCULATION FROM AXLE AND GROUP UNIT WEIGHTS				
CALCULATION TABLE ALLOWABLE GROSS VEHICLE WEIGHT				
ALLOWABLE GROSS VEHICLE WEIGHT SECTION 78 (1) (a)				
GROSS VEHICLE OVERLOAD				
R.G.W. OVERLOAD				

DESCRIPTION OF GOODS _____

REMARKS _____

VIOLATION _____ LEASE ☐ PROSEC ☐ _____ INITIAL CHARGE REG. OWNER ☐ DRIVER ☐ OR _____

COURT _____ DATE _____ 19___ TIME _____ PROVINCIAL JUDGE OR J.P. _____

CONTESTED ☐ CONVICTION ☐ DISMISSED ☐ WITHDRAWN ☐ _____

CODE PRIVATE OR P.C.V. CLASS & NO. _____ FINE $ _____ COST $ _____

OFFICER'S NAME (Print) _____

OFFICER'S SIGNATURE _____ S.C.T. NO. _____

Ministry of Transportation and Communications
Ontario

COMMERCIAL VEHICLE REPORT

TIME IN ..... A.M. P.M. TIME OUT ..... A.M. P.M. DATE ..... 19 ..

CHECKED AT ..... LOCATION .....

REGISTERED OWNER .....

ADDRESS .....

DRIVER'S NAME .....

ADDRESS ..... APT NO .....

DRIVER'S LICENCE NO ..... CLASS ☐ PROV OF STATE .....

NO. AXLES	O/C		REGISTRATION NO	YEAR	PROV OF STATE	MAKE	SERIAL NO	UNIT NO	PREVIOUS REG. NO	P.C.V. NO	YEAR	REGISTERED GROSS WT
		TRUCK or TRACTOR										
		CONV. UNIT										
		TRAILER 1st								TOTAL - R.G.W. →		
		TRAILER 2nd								P.C.V. GROSS →		
										SCALE WT →		

DATE AND TYPE OF BILL ..... NO ..... COMPENSATION .....

CONSIGNOR ..... ADDRESS .....

CONSIGNEE ..... ADDRESS .....

DESCRIPTION OF GOODS .....

COMMENTS .....

DATE AND TYPE OF BILL ..... NO ..... COMPENSATION .....

CONSIGNOR ..... ADDRESS .....

CONSIGNEE ..... ADDRESS .....

DESCRIPTION OF GOODS .....

COMMENTS .....

REMARKS .....

VIOLATION LEASE ☐ REC PROSEC ☐ CHARGE REG. OWNER ☐ DRIVER ☐ (OTHER)

COURT ..... DATE ..... 19 ..... TIME ..... PROVINCIAL JUDGE OR J.P. .....

CONTESTED ..... DECISION ..... FINE ..... COST .....

CODE PRIVATE ..... P.C.V. CLASS & NO .....

INSPECTOR'S NAME - (PRINT) .....

INSPECTOR'S SIGNATURE .....

XV-30 70-03

INFORMATION

CANADA
PROVINCE OF ONTARIO MUN

The informant being duly sworn upon oath deposes and says

On the ____ day of _____ 19 ____ Time _____ M

NAME _____
LAST FIRST MIDDLE

ADDRESS _____
(NUMBER AND STREET)

_____
(MUNICIPALITY) (P C) (PROVINCE)

DRIVER'S LICENCE NO. CLASS RESTN

BIRTHDATE
SEX DAY MO YEAR

REGISTRATION NO. YEAR PROVINCE MAKE

AT _____

_____
(MUNICIPALITY)

DID COMMIT THE OFFENCE OF _____

_____

_____

_____

CONTRARY TO _____

_____ SECTION SUB-SECT CLAUSE PARA

THE INFORMANT SAYS THAT HE HAS REASONABLE AND PROBABLE GROUNDS TO BELIEVE AND DOES BELIEVE THAT THE PERSON NAMED ABOVE COMMITTED THE OFFENCE INDICATED.

SWORN BEFORE ME AT _____

ON _____

_____ _____
A JUSTICE OF THE PEACE PEACE OFFICER INFORMANT

FOR THE

THIS IS THEREFORE TO COMMAND YOU IN HER MAJESTY'S NAME TO APPEAR BEFORE

THE PRESIDING JUSTICE IN PROVINCIAL COURTROOM _____

AT _____

ON THE ____ DAY OF _____ NEXT AT _____ M

TO ANSWER TO THE ABOVE CHARGE AND TO BE DEALT WITH ACCORDING TO LAW

I CERTIFY THAT I DID PERSONALLY DELIVER THE SUMMONS PORTION OF THIS TICKET TO THE ACCUSED ON THE DATE MENTIONED ABOVE

For Office Use

_____
SIGNATURE OF ISSUING OFFICER

NO. UNIT

APPENDIX F

RECENT PROCEDURAL AND REGULATORY CHANGES THAT MAY AFFECT THE PROFILE

APPENDIX F
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The reader should be aware that data used in this study was taken from the time period April 1, 1978 to March 31, 1979. As a result, the findings do not reflect recent changes in reciprocity agreements, fine schedules, and the procedure for laying and settling charges. These changes affect the relative distribution of charges, average fine for particular offences, and charge settlement time. Some of the more relevant changes are briefly outlined below.

Charge Settlement Time

Under the previous Summary Conviction Act, the province had 21 days to serve a summons for most Highway Traffic Act (HTA) offences, and six months for Public Commercial Vehicle (PCV) offences. The Provincial Offences Act enacted on March 31, 1980 allows the province up to six months to serve a summons for both HTA and PCV offences. This change allows a more thorough examination of records, possibly resulting in fewer writeups.

Another important change in this act concerns the settlement of minor offences. A minor offence is defined as an offence carrying a fine of $300 or less. For minor offences the charged owner or driver has 15 days to act on a charge. There are four basic actions a convicted owner or driver may take. They may plead guilty and pay the fine; plead not guilty and request a court date; plead guilty with an explanation hoping for a reduced fine; or do nothing about the charge. Pleading guilty with a pay-out, or not guilty and requesting a court date, can be done by mail or by attending a walk-in court. Pleading guilty with an explanation can only be done at a walk-in court. If no action is taken within 15 days the owner or driver is automatically convicted. For major offences (ie. offences with a fine over $300) a court appearance is mandatory. This change in procedure deals with all offences under provincial

statutes and was designed to speed up the court procedure, eliminate backlog, and save on enforcement officer's time required in court for minor offences. This change in procedure would affect the charge settlement time of offences.

Distribution of Charges - Changes in Reciprocity

Recent changes in reciprocity would affect the relative frequency and distribution of licence plate offences. Basically, licence plate reciprocity facilitates interprovincial and international truck operations by allowing acquisition of a plate in one member jurisdiction which allows travel in another. It also enables one licence plate on one fee or fee equivalent where fees are paid in direct proportion to the distance travelled in each member jurisdiction. Prior to 1979 only six American states had licence plate reciprocity agreements with Ontario. As of 1981, 26 states have licence plate reciprocity with Ontario, and negotiations are underway to include more American states. In 1979 Ontario had some form of licence plate reciprocity with most Canadian provinces, with the exception of Newfoundland, Nova Scotia, and the Territories. However, in 1982 Newfoundland and Nova Scotia will also have a licence plate reciprocity agreement with Ontario and the other provinces under the Canadian Agreement on Vehicle Registration.

Fine Changes

Some of the recent changes to the fine schedule since the time period used in the study deal with the minimum fine for some PCV offences. The minimum fine for contravention of a required PCV operating licence has increased from $50 to $250, and violation contrary to the terms of the operating licence has increased from a minimum $50 to $150. This change will affect the average fine for these specific offences.

This appendix was intended to give a brief overview of some of the changes which have taken place since the time period used in the study. For more details please refer to the actual documents.